INFORMATION

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LOW SUSPENSION KIT

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3 DEUTSCH

Wir freuen uns, dass Sie sich für dieses Produkt entschieden haben.
Unser hochwertiges Qualitätsprodukt ist rennerprobt und wurde speziell für sportliche Herausforderungen entwickelt. Eine korrekte Montage des Produktes ist unerlässlich, um ein Maximum an Sicherheit und Funktionalität gewährleisten zu können. Bitte befolgen Sie daher die Montageanleitung oder wenden Sie sich an Ihren autorisierten Fachhändler.
Für falsche Montage oder Verwendung dieses Produktes kann der (Quasi-)Hersteller bzw. Lieferant nicht zur Verantwortung gezogen werden.
Vielen Dank.

13 ENGLISH

Thank you for choosing this product.
Our high quality product has been tested under racing conditions and was developed specifically for use in sports activities. Correct installation of the product is essential to ensure that a maximum degree of safety and functionality is achieved. Therefore, please follow the installation instructions or contact your authorized dealer.
The (quasi) manufacturer or supplier cannot be held responsible for products that are incorrectly mounted or inappropriately used.
Thank you.

23 ITALIANO

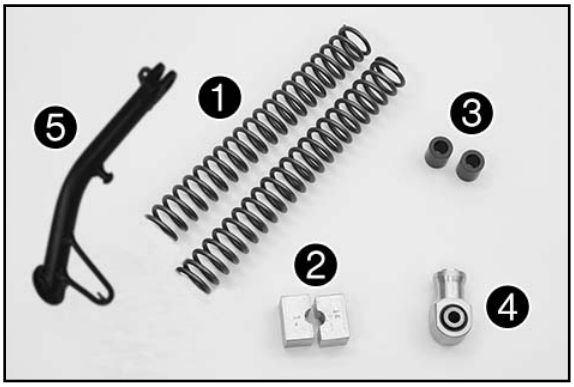
Grazie per aver scelto questo prodotto.
Questo nostro prodotto di pregiata qualità è collaudato nelle competizioni ed è stato sviluppato specificamente per gare sportive. Il montaggio corretto del prodotto è fondamentale per garantirne la massima sicurezza e funzionalità. Rispetti quindi le istruzioni di montaggio o rivolgersi al proprio concessionario autorizzato.
Il produttore (detentore del marchio)/fornitore non può essere considerato responsabile per un montaggio o impiego errato del presente prodotto.
Vi ringraziamo per l'attenzione!

33 FRANÇAIS

Merci d'avoir porté votre choix sur ce produit.
Notre produit de haute qualité est éprouvé pour les compétitions et a été conçu spécialement pour un usage sportif. Un montage approprié du produit est indispensable pour garantir une sécurité et une fonctionnalité maximales du véhicule. C'est pourquoi nous vous invitons à suivre scrupuleusement le manuel de montage ou à vous adresser à votre revendeur agréé.
En cas de montage ou d'utilisation non conformes de ce produit, le (quasi) constructeur ou le fournisseur déclinent toute responsabilité.
Merci !

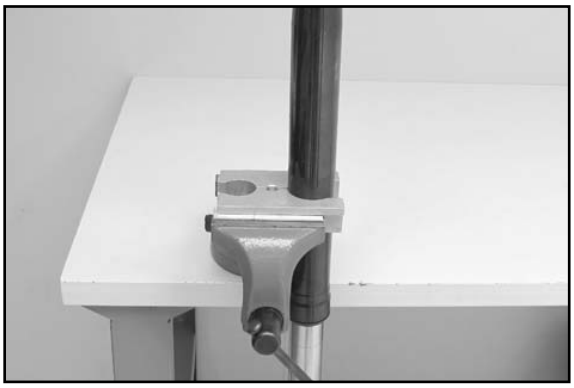
43 ESPAÑOL

Le agradecemos que se haya decidido por este producto.
Este producto de alta calidad está probado para la competición y se ha desarrollado específicamente para las exigencias de este deporte. Para poder garantizar los máximos niveles de seguridad y funcionalidad, es imprescindible que el producto se monte correctamente. Por este motivo, es muy importante que siga las instrucciones del manual de montaje o que se ponga en contacto con su concesionario autorizado.
El (cuasi) fabricante y el proveedor de este producto no se harán responsables del montaje y el uso incorrectos.
¡Muchas gracias!



Lieferumfang

2x Gabelfeder ❶
2x Klemmbacken ❷ T104S
2x Buchse ❸
1x Kolbenstangen-Aufnahme ❹
1x Seitenständer ❺ 90203923000

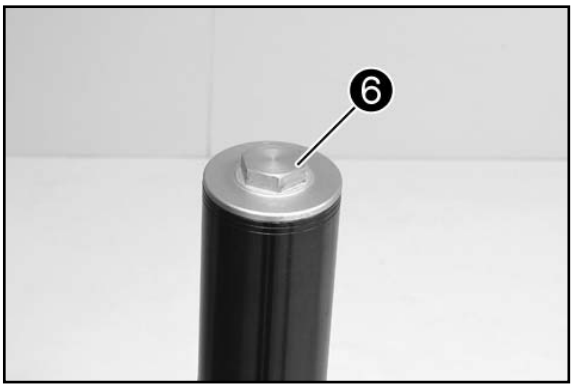


Gabelbeine zerlegen

Vorarbeit
- Motorrad mit Montageständer aufheben.
Montageständer 62529055000 (s. Reparaturanleitung)
- Fahrzeugheck nach unten spannen.
- Kotflügel vorne ausbauen.

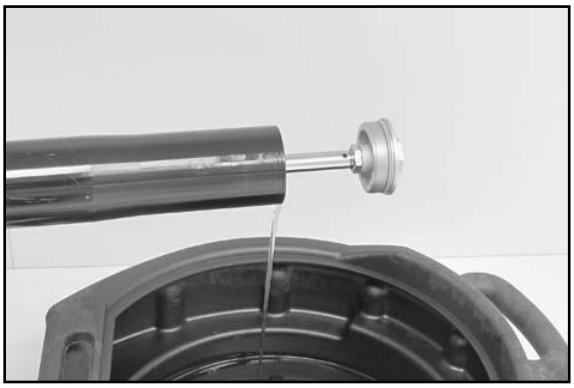
Hauptarbeit
HINWEIS
Die Arbeitsschritte sind an beiden Gabelbeinen gleich.
BEDINGUNG
Gabelbeine ausgebaut.

- Gabelbein im Bereich der unteren Gabelbrücke einspannen.
Spezialwerkzeug Klemmblock T612S



- Schraubdeckel ❻ lösen

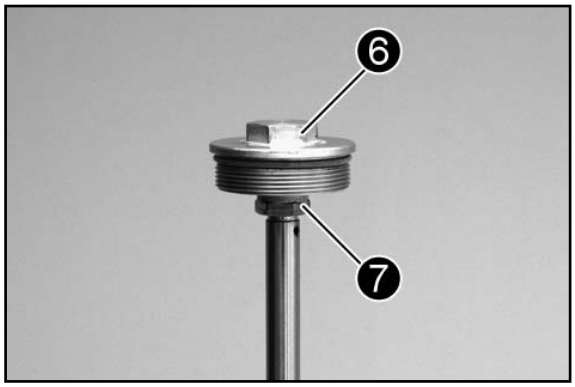
HINWEIS
Der Schraubdeckel kann noch nicht abgenommen werden.



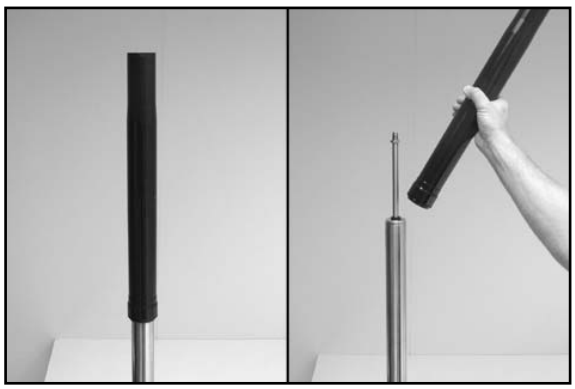
- Gabelöl entleeren.

- Gabelbein ausspannen und mit der Gabelfaust einspannen.

HINWEIS
Schonbacken verwenden.



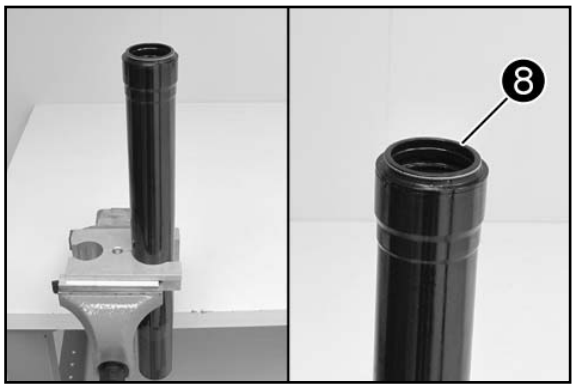
- Außenrohr nach unten schieben.
- Schraubdeckel ❻ gegenhalten. Mutter ❼ lösen.
- Schraubdeckel entfernen.



- Außenrohr vom Innenrohr entfernen.

HINWEIS
Auffanggefäß unterstellen, da meist noch etwas Öl ausläuft.

- Innenrohr ausspannen.
- Öl entleeren.



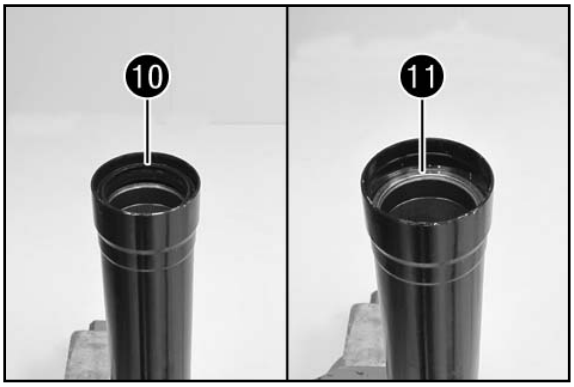
- Außenrohr im Bereich der unteren Gabelbrücke einspannen.

Spezialwerkzeug Klemmblock T612S

- Staubmanschette ❽ entfernen.

- Sicherungsring ❾ entfernen.

HINWEIS
Der Sicherungsring hat ein angeschliffenes Ende an dem ein Schraubendreher angesetzt werden kann.



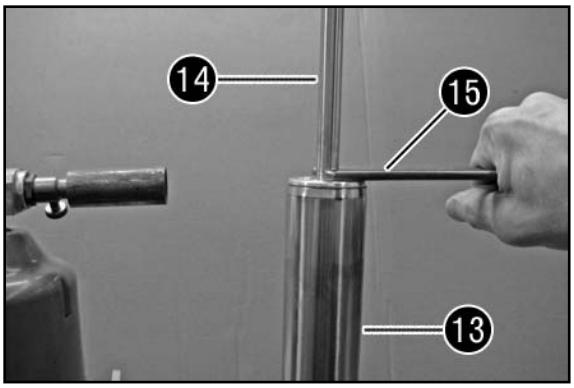
- Dichtring ❿ entfernen.
- Stüztring ⓫ entfernen.

- Außenrohr ausspannen.
- Außenrohr im Bereich der Gleitbuchse ⓬ erwärmen.

Vorgabe: 50° C

- Gabelaußenrohr mit dem unteren Rand auf eine Holzplatte klopfen.

Die Gleitbuchse ⓬ muss dabei aus ihrem Lagersitz fallen.



- Innenrohr ⓭ mit Bremsenreiniger reinigen und für 60 Sek. erwärmen,um das Loctite zu lösen.

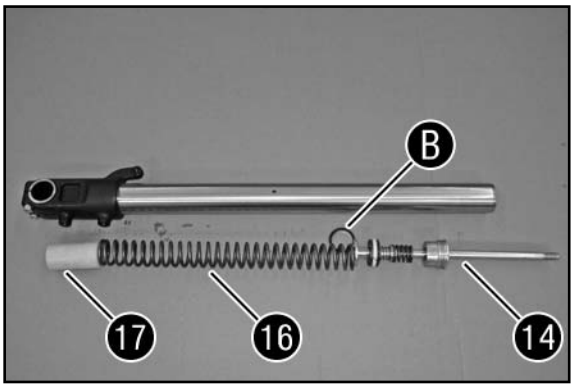
Vorgabe: 50°C

- Kolbenstange ⓮ vom Innenrohr ⓭ demontieren.

HINWEIS
Spezialwerkzeug Stiftschlüssel T103 ⓯ verwenden.

⚠ ACHTUNG

Das Kolbenstangenrohr ist sehr heiß. Verbrennungsgefahr.



- Kolbenstange ⓮, Feder ⓰, Spacer ⓱ und Kunststoffring Ⓑ entfernen.
- Sämtliche Teile der Kolbenstange reinigen und auf Verschleiß bzw. Beschädigung kontrollieren.

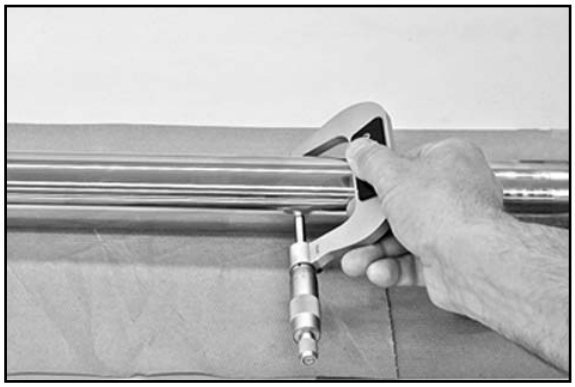
HINWEIS:
Spacer (30 mm) ⓱ muss ebenfalls entfernt werden **(nur 390 Duke)**.
Wenn Spacer (50 mm) bei neueren Gabeln im Innenrohr verbleibt, muss dieser nicht entfernt werden.

Gabelbeine kontrollieren

BEDINGUNG
Gabelbeine zerlegt.

- Innenrohr und Gabelfaust auf Beschädigung kontrollieren.

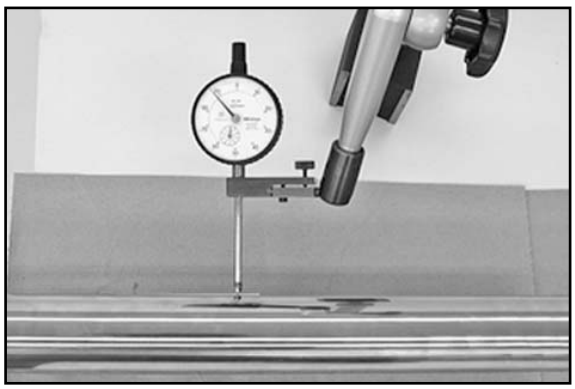
Wenn Beschädigung vorhanden ist:
- Gabelbein wechseln.



- Außendurchmesser an mehreren Stellen des Innenrohrs messen.

Außendurchmesser des Innenrohrs: 42,975... 43,005 mm

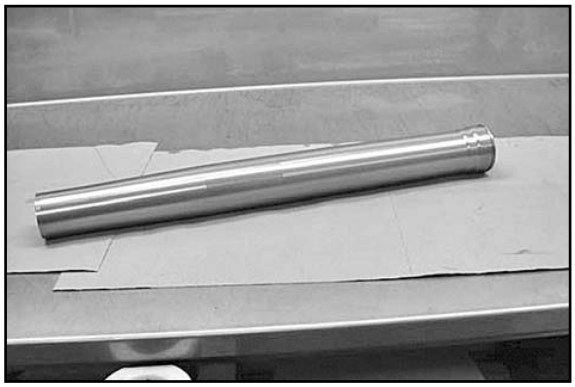
Wenn der gemessene Wert kleiner ist als der angegebene Wert:
- Gabelbein wechseln.



- Schlag des Innenrohrs messen.

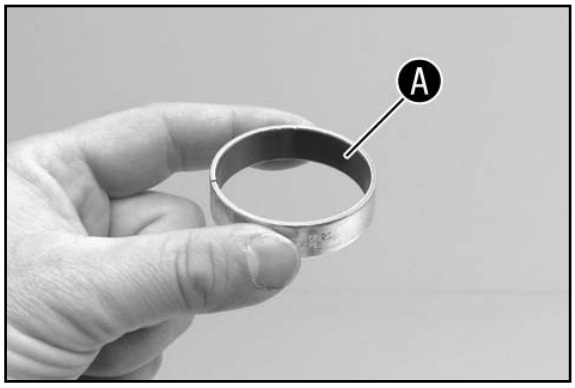
Schlag des Innenrohrs: ≤ 0,20 mm

Wenn der gemessene Wert größer ist als der angegebene Wert:
- Gabelbein wechseln.



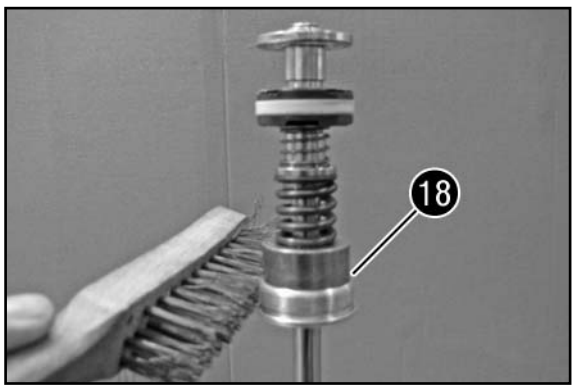
- Außenrohr auf Beschädigung kontrollieren.

Wenn Beschädigung vorhanden ist:
- Gabelbein wechseln.



- Oberfläche der Gleitbuchsen kontrollieren.

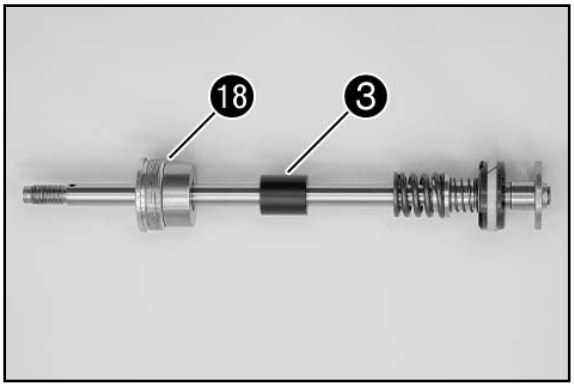
Wenn die dunkle Schicht ❹ abgenutzt ist:
- Gabelbein wechseln.



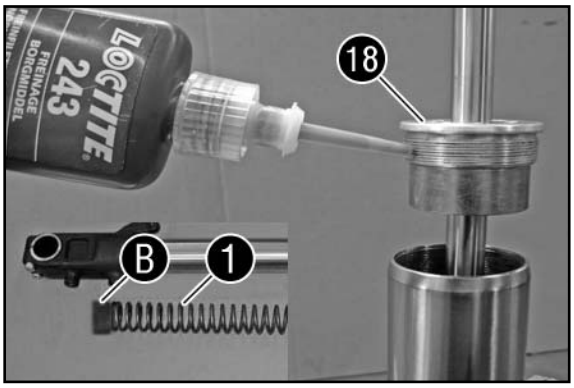
Gabelbeine zusammenbauen

HINWEIS
Die Arbeitsschritte sind an beiden Gabelbeinen gleich.

- Cartridge Kappe ⓲ mit einer Drahtbürste reinigen, um das restliche Loctite zu entfernen.



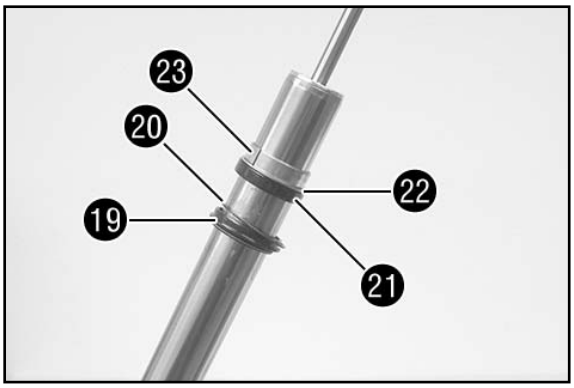
- Cartridge Kappe ⓲ entfernen.
- Buchse ❸ (Lieferumfang) montieren und Cartridge Kappe ⓲ wieder montieren.



- Gabelfeder ❶ (Lieferumfang) und Kunststoffringe Ⓑ montieren.

HINWEIS:
Gabelfeder und Kunststoffringe müssen eine Gesamtlänge von 325 mm haben.

- Loctite 243 auf die Cartridge Kappe ⓲ geben und Cartridge Kappe ⓲ montieren.



- Innenrohr mit Gabelfaust einspannen.

Vorgabe: Schonbacken verwenden.

- Staubmanschette ⓳ schmieren und aufschieben.
Schmiermittel T511

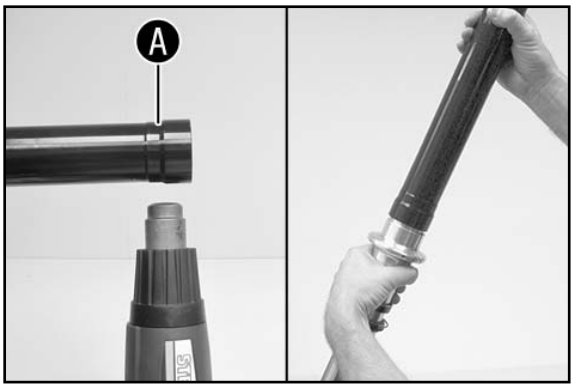
HINWEIS:
Staubmanschette, Sicherungsring, Dichtring und Stützring immer wechseln. Staubmanschette mit Dichtlippe und Schlauchfeder nach unten montieren.

- Sicherungsring ⓴ aufschieben.
- Dichtring ㉑ schmieren und aufschieben.
Schmiermittel T511

HINWEIS:
Dichtlippe nach unten, offene Seite nach oben.

- Stützring ㉒ aufschieben.
- Kanten der Gleitbuchse ㉓ mit Schleifpapier Körnung 600 anschleifen, reinigen und schmieren.
Gabelöl (SAE 4) (48601166S1)

- Gleitbuchse ㉓ aufschieben.



- Außenrohr im Bereich Ⓐ der unteren Gleitbuchse erwärmen.

Vorgabe: 50°C

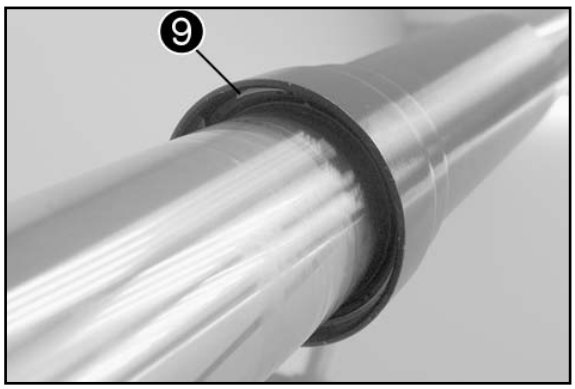
- Außenrohr auf Innenrohr schieben.
- Gleitbuchse mit dem längeren Absatz des Spezialwerkzeugs halten.
Montagewerkzeug T528S

- Gleitbuchse im Außenrohr auf Anschlag einpressen.

- Stützring positionieren.
- Dichtring mit dem kürzeren Absatz des Spezialwerkzeugs halten.

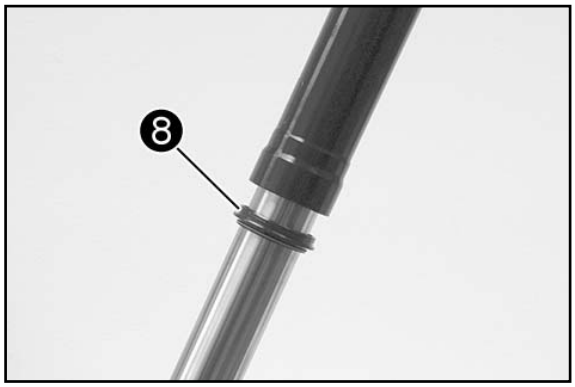
Montagewerkzeug T528S

- Dichtring und Stützring in Außenrohr auf Anschlag einpressen.

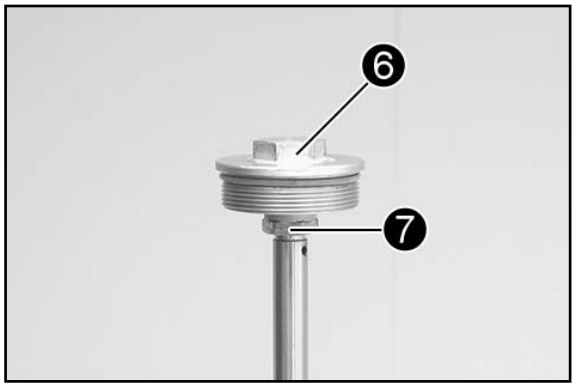


- Sicherungsring ❾ montieren.

HINWEIS:
Der Sicherungsring muss deutlich hörbar einrasten.



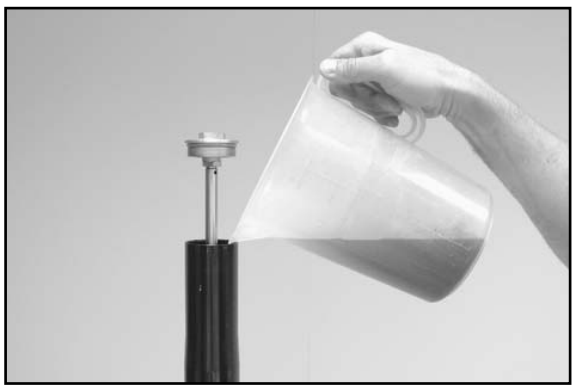
- Staubmanschette ❽ montieren.



- Schraubdeckel ❻ auf der Kolbenstange montieren.

HINWEIS:
Mutter ❼ muss ganz nach unten gedreht sein.

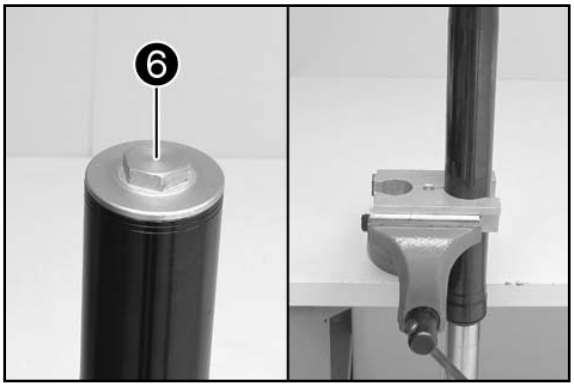
- Schraubdeckel gegenhalten und Mutter mit 30 Nm festziehen.



- Gabelöl einfüllen.

460 ml Gabelöl (SAE 4) (48601166S1)

HINWEIS:
Sollte nicht die gesamte Ölmenge gefüllt werden können, Schraubdeckel in Außenrohr einschrauben, Gabel ausspannen und einige Male einfedern. Anschließend Restmenge füllen.



- Außenrohr nach oben schieben.
- Schraubdeckel ❻ montieren.
- Gabelbein ausspannen und im Bereich der unteren Gabelbrücke einspannen.

Spezialwerkzeug Klemmblock T612S

- Schraubdeckel mit 30 Nm festziehen.

Nacharbeit

Gabelbeine einbauen.

HINWEIS:
Gabelbeine anhand der Gabelringe in der gewünschten Position ausrichten (Gabelüberstand 5 mm).

Federbein ausbauen

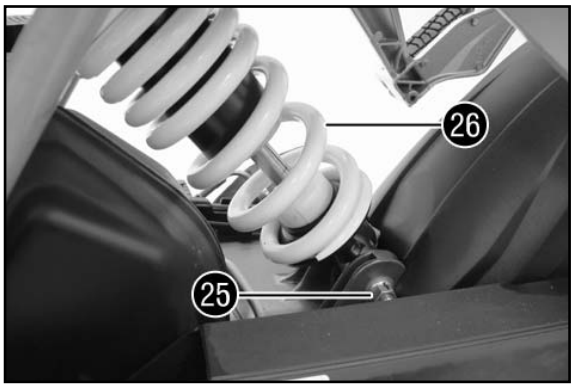
Vorabeit

- Motorrad mit Montageständer aufheben.

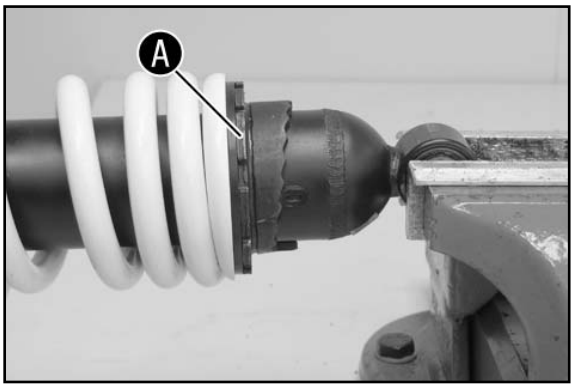
Hauptarbeit

- Schraube ㉔ entfernen.

HINWEIS:
Schwinge und Anbauteile vor Beschädigungen schützen. Darauf achten, dass Kette und Bremsleitung nicht beschädigt werden.



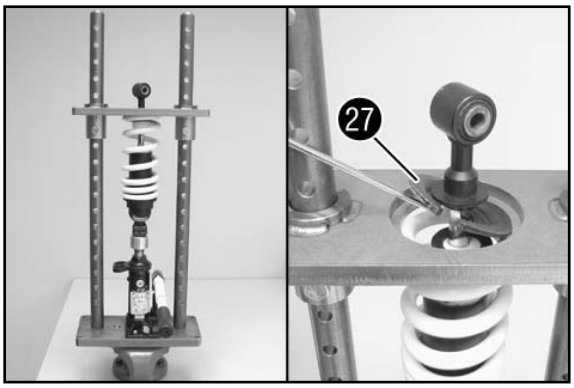
- Verschraubung ㉕ entfernen.
- Schwinge anheben und Federbein ㉖ nach hinten herausnehmen.



Feder ausbauen

- Federbein mit Schonbacken in den Schraubstock einspannen.
- Position der Federvorspannung notieren.
- Einstellring Ⓐ mit Hakenschlüssel lösen.

Spezialwerkzeug T106S

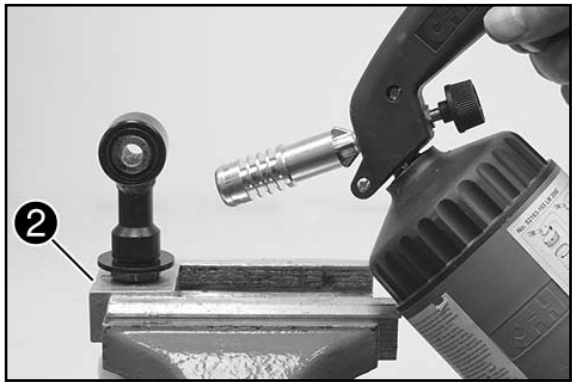


- Federbein in Federspanner einspannen.

Spezialwerkzeug T14050S

HINWEIS:
Passenden Ring des Spezialwerkzeugs mit kleinst möglichen Innendurchmesser verwenden. Es muss direkt auf die Feder gedrückt werden.

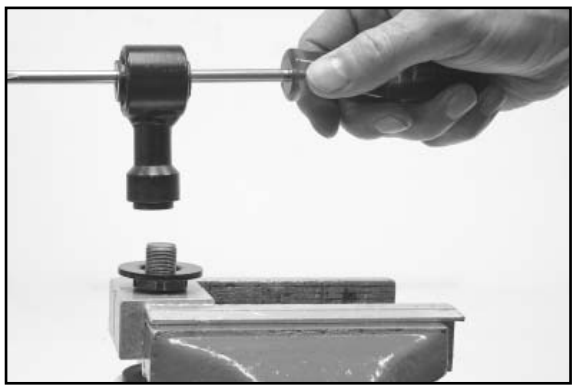
- Feder zusammendrücken.
- Federteller ㉗ entfernen.
- Feder entspannen. Federbein aus dem Spezialwerkzeug nehmen.
- Feder entfernen.



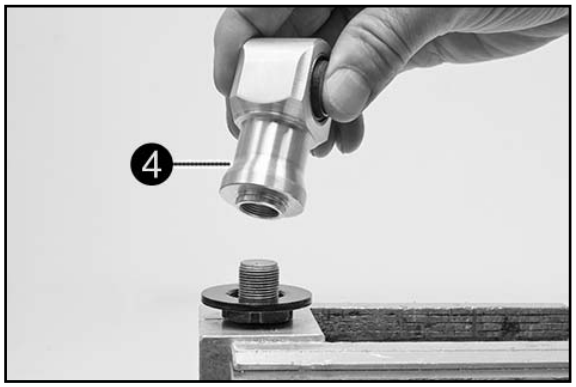
- Federbein mit Schonbacken T104S ❷ (Lieferumfang) in den Schraubstock einspannen.
- Kolbenstangen-Aufnahme erwärmen.

⚠ ACHTUNG

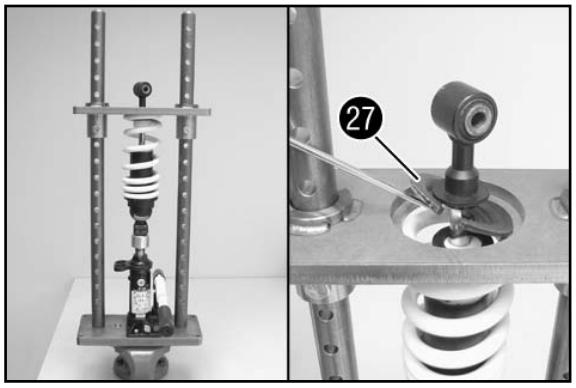
Die Kolbenstangen-Aufnahme wird sehr heiß. Verbrennungsgefahr.



- Original-Kolbenstangen-Aufnahme entfernen.



- Kolbenstangen-Aufnahme ❹ (Lieferumfang) montieren und mit 30 Nm und Loctite 2701 (hochfest) festziehen.



Feder einbauen

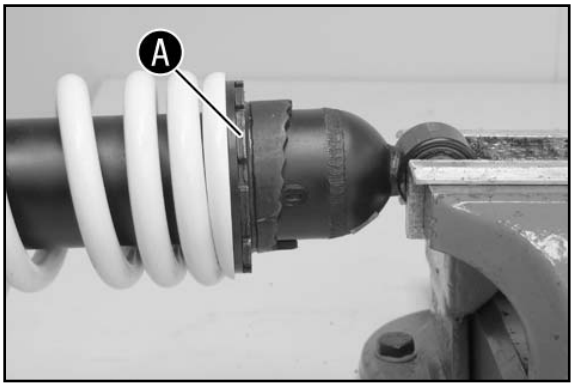
- Feder montieren.
Enge Wicklung der Feder ist unten.

- Federbein in Federnspanner Spezialwerkzeug einspannen.
Spezialwerkzeug T14050S

HINWEIS
Passenden Ring des Spezialwerkzeugs mit kleinst möglichen Innendurchmesser verwenden. Es muss direkt auf die Feder gedrückt werden.

- Federteller ❷❼ montieren.
Das offene Ende steht dem Federende gegenüber.

- Feder entspannen.
- Federbein aus dem Spezialwerkzeug nehmen.
- Federbein mit Schonbacken in den Schraubstock einspannen.

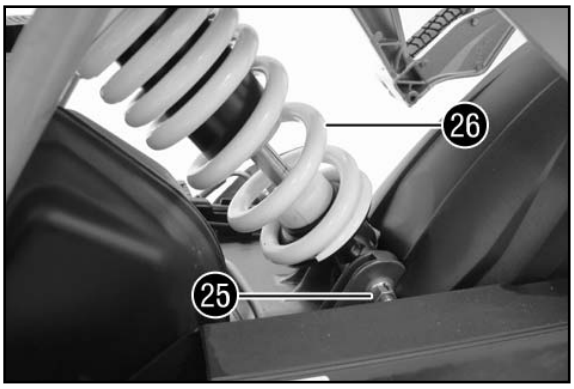


- Feder durch Drehen des Einstellrings Ⓐ auf die vorgegebene Position spannen.

Vorgabe: Federvorspannung Standard 1 Klick
volle Nutzlast 7 Klicks
Spezialwerkzeug Hakenschlüssel T106S

! VORSICHT

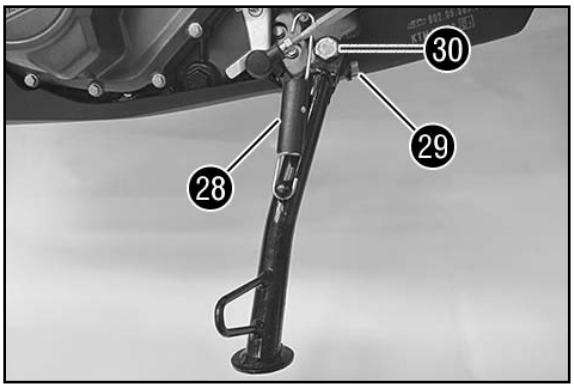
Unfallgefahr! Änderungen am Fahrwerk können das Fahrverhalten des Fahrzeuges stark verändern.
Durch extreme Änderungen, an der Einstellung der Federungskomponenten, kann sich das Fahrverhalten wesentlich verschlechtern und einige Bauteile überbeanspruchen.
Einstellungen nur innerhalb des empfohlenen Bereiches vornehmen.
Nach Änderungen zuerst langsam fahren, um das Fahrverhalten abschätzen zu können.



Federbein einbauen

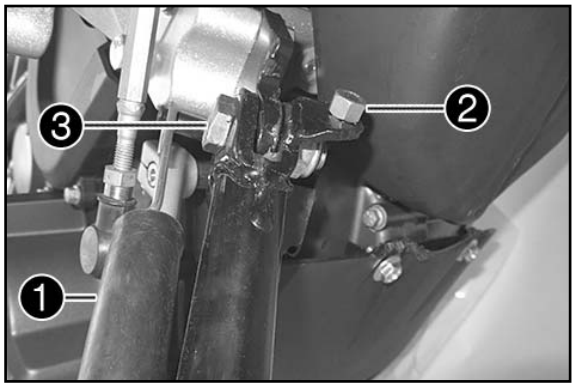
- Schwinge anheben und Federbein ㉖ positionieren.
- Verschraubung ㉕ montieren, aber noch nicht festziehen.

- Schwinge anheben.
- Schraube ㉔ montieren und mit 50 Nm festziehen.
- Verschraubung ㉕ mit 45 Nm festziehen.



Seitenständer ausbauen

- Feder ㉘ entfernen
- Magnetschraube ㉙ entfernen
- Verschraubung ㉚ entfernen.
- Original-Seitenständer entfernen.

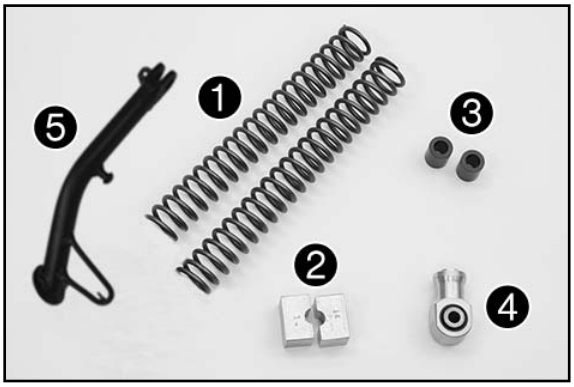


Seitenständer einbauen

- Seitenständer ❺ (Lieferumfang) positionieren.
- Verschraubung ㉚ montieren und mit 25 Nm festziehen.
- Magnetschraube ㉙ montieren und mit 8 Nm festziehen.
- Feder ㉘ einhängen.

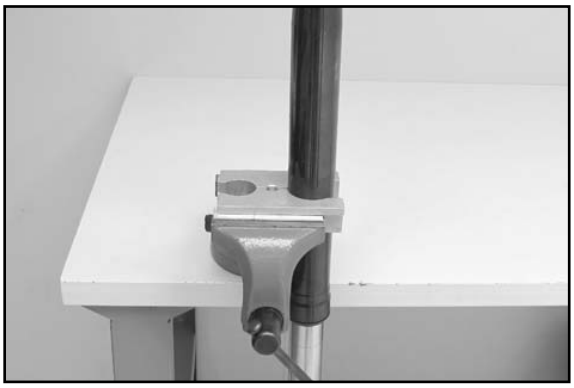
Nacharbeit

– Motorrad vom Montageständer nehmen.



Scope of supply

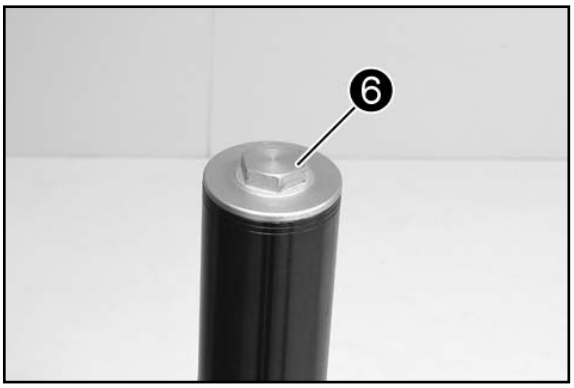
2x fork springs ❶
2x clamping jaws ❷ T104S
2x bushings ❸
1x piston rod mount ❹
1x side stand ❺ 90203923000



Disassembling the fork legs

Preliminary work
- Raise the motorcycle with a lift stand.
Lift stand 62529055000 (see Repair Manual)
- Strap the rear of the vehicle down.
- Remove the front fender.

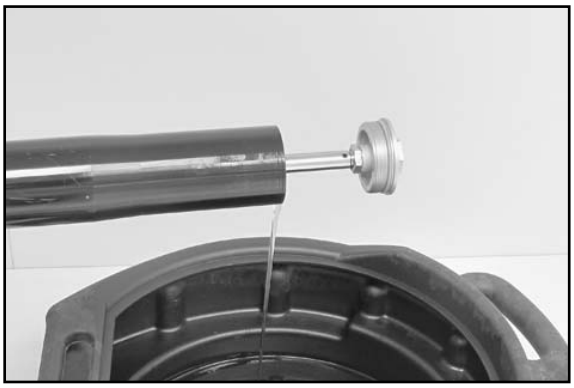
Main work
NOTE
The steps are the same for both fork legs.
PRECONDITION
The fork legs have been removed.



- Clamp the fork leg in the area of the lower triple clamp.
Special tool: clamping block T612S

- Loosen screw cap ❻

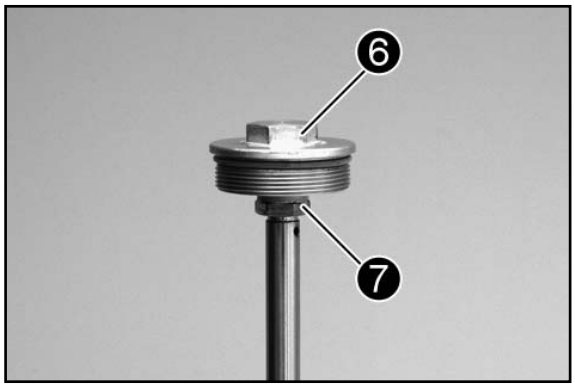
NOTE
The screw cap cannot be removed yet.



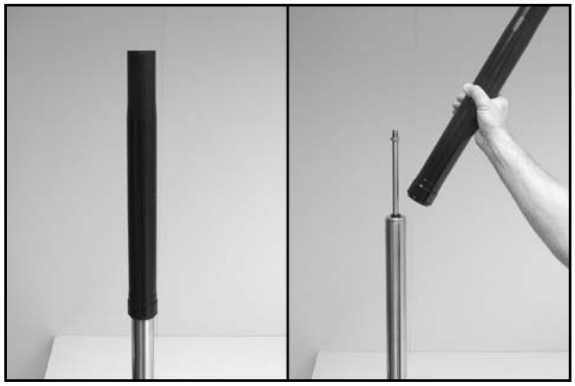
- Drain the fork oil.

- Unclamp the fork leg and clamp into the axle clamp.

NOTE
Use soft jaws.



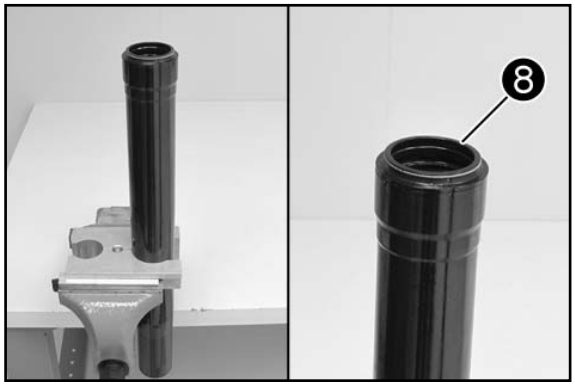
- Slide the outer tube down.
- Counterhold screw cap ❻. Loosen nut ❼.
- Remove the screw cap.



- Remove the outer tube from the inner tube.

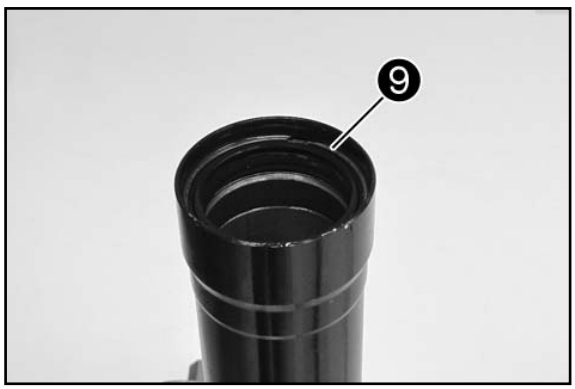
NOTE
Place a receptacle underneath as usually a small quantity of oil will still flow out.

- Unclamp the inner tube.
- Drain the oil.



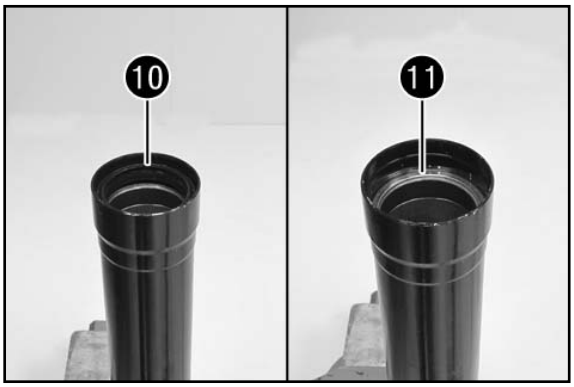
- Clamp the outer tube in the area of the lower triple clamp.
Special tool: clamping block T612S

- Remove dust boot ❽.



- Remove lock ring ❾.

NOTE
The lock ring has a ground-down end to which a screwdriver can be applied.



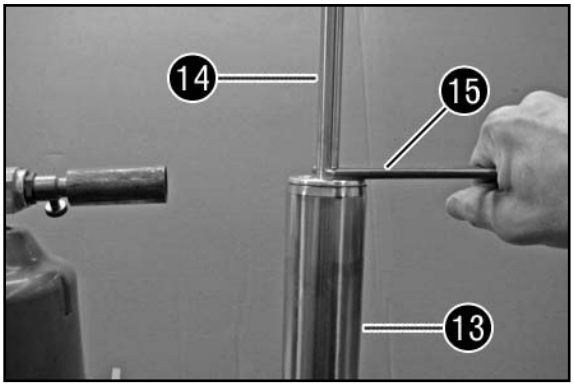
- Remove seal ring ❿.
- Remove support ring ⓫.

- Unclamp the outer tube.
- Heat the outer tube in the area of sliding bushing ⓬.

Specification: 50 °C

- Strike the bottom edge of the outer fork tube against a wooden board.

Sliding bushing ⓬ must fall out of its seat.



- Clean inner tube ⓭ with brake cleaner and heat it for 60 s to loosen the Loctite.

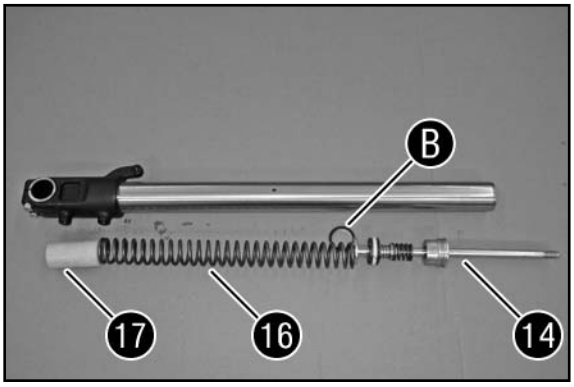
Specification: 50 °C

- Remove piston rod ⓮ from inner tube ⓭.

NOTE
Use the special pin wrench tool T103 ⓯.

⚠ ATTENTION

The piston rod tube is very hot. Danger of burns.



- Remove piston rod ⓮, spring ⓰, spacer ⓱, and plastic ring Ⓑ.
- Clean all parts of the piston rod and check for wear and damage.

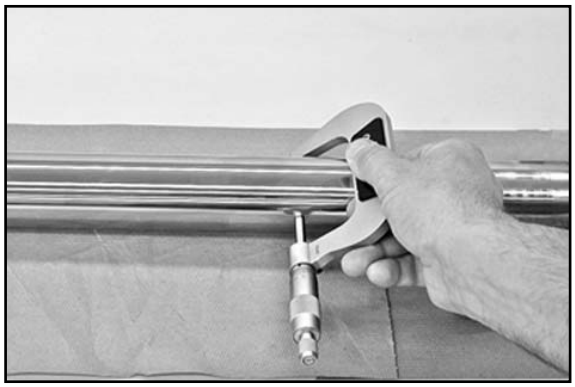
NOTE
Spacer (30 mm) ⓱ must also be removed **(390 Duke only)**. If the spacer (50 mm) stays in the inner tube in newer forks, it does not have to be removed.

Checking the fork legs

PRECONDITION
The fork legs have been disassembled.

- Check the inner tube and axle clamp for damage.

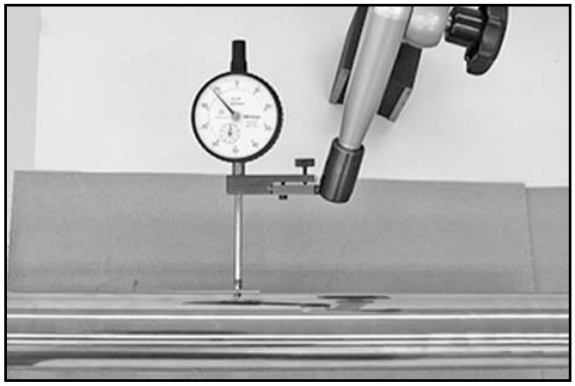
If there is damage:
- Change the fork leg.



- Measure the outside diameter at several locations of the inner tube.

Outer diameter of the inner tube: 42.975... 43.005 mm

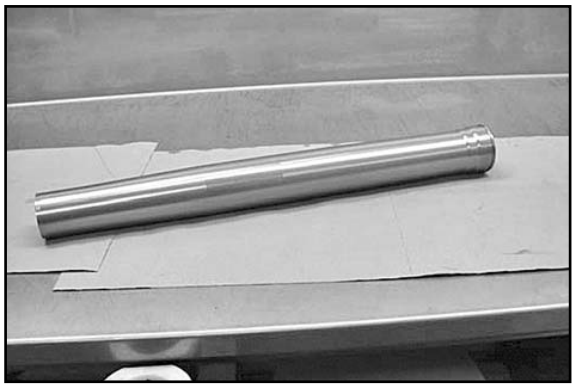
If the measured values is less than the specified value:
- Change the fork leg.



- Measure the run-out of the inner tube.

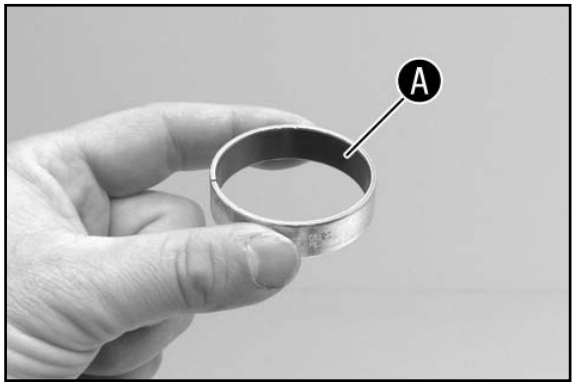
Run-out of the inner tube: ≤ 0.20 mm

If the measured value is larger than the specified value:
- Change the fork leg.



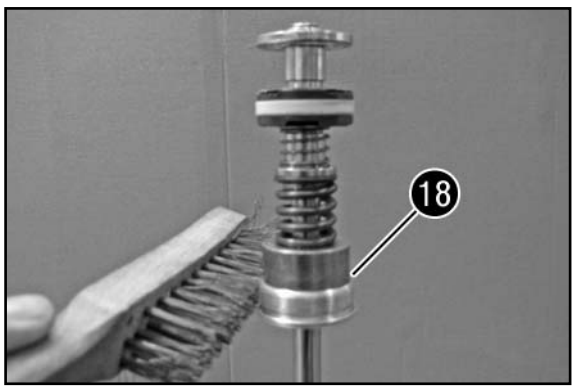
- Check the outer tube for damage.

If there is damage:
- Change the fork leg.



- Check the surface of the sliding bushings.

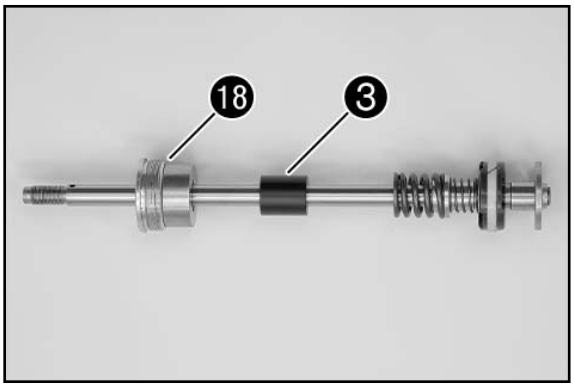
If dark layer ❹ is worn off:
- Change the fork leg.



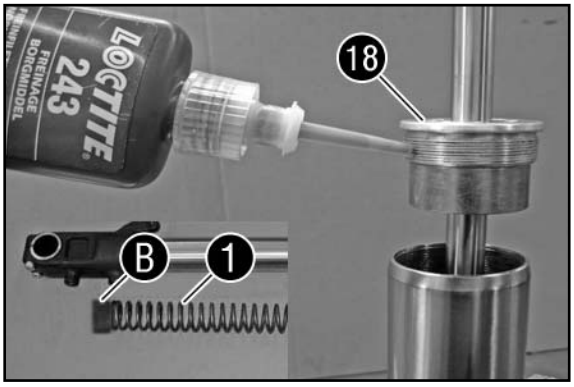
Assembling the fork legs

NOTE
The steps are the same for both fork legs.

- Clean cartridge cap ⓲ with a wire brush to remove any remaining Loctite.



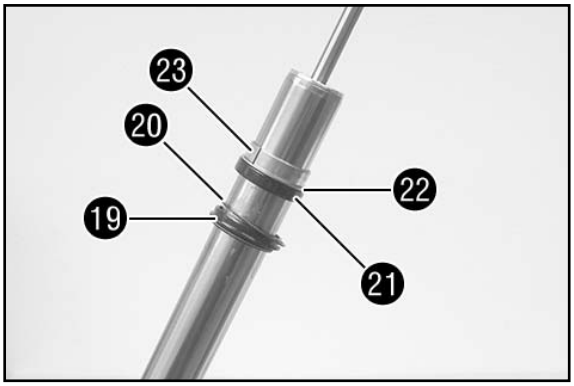
- Remove cartridge cap ⓲.
- Mount bushing ❸ (included) and mount cartridge cap ⓲ again.



- Mount fork spring ❶ (included) and plastic rings Ⓑ.

NOTE
The fork spring and plastic rings must have a total length of 325 mm.

- Apply Loctite 243 to cartridge cap ⓲ and mount cartridge cap ⓲.



- Clamp the inner tube with the axle clamp.

Specification: Use soft jaws.

- Lubricate dust bellows ⓳ and slide on.
Lubricant T511

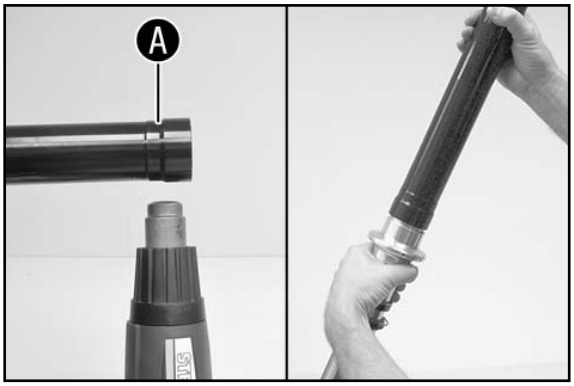
NOTE
Always change the dust bellows, lock ring, seal ring, and support ring. Mount the dust bellows with the sealing lip and hose spring facing down.

- Slide on lock ring ⓴.
- Lubricate seal ring ⓳ and slide on.
Lubricant T511

NOTE
Sealing lip face down, open side faces up.

- Slide on support ring ㉒.
- Grind the edges of the sliding bushing ㉓ with 600-grit sand paper, clean, and lubricate.
Fork oil (SAE 4) (48601166S1)

- Slide on sliding bushing ㉓.



- Heat the outer tube in area Ⓐ of the lower sliding bushing.

Specification: 50 °C

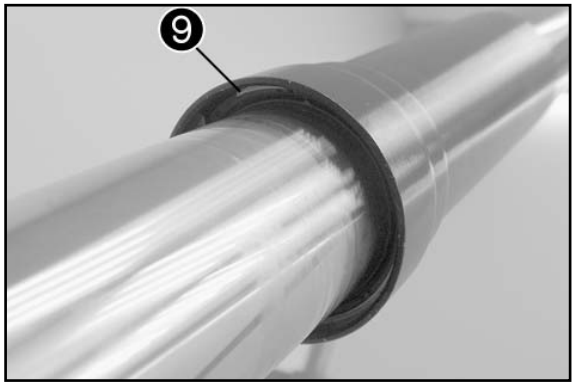
- Slide the outer tube onto the inner tube.
- Hold the sliding bushing with the longer shoulder of the special tool.
Mounting tool T528S

- Press the sliding bushing all the way into the outer tube.

- Position the support ring.
- Hold the seal ring with the shorter shoulder of the special tool.

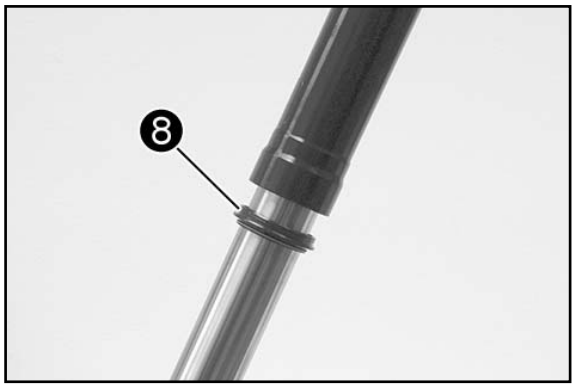
Mounting tool T528S

- Press the seal ring and support ring all the way into the outer tube.

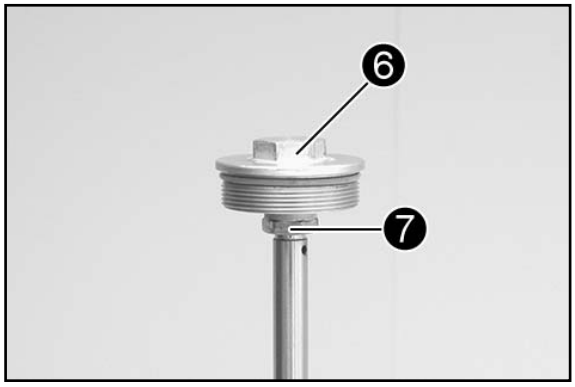


- Mount lock ring ❾.

NOTE
The lock ring must engage audibly.



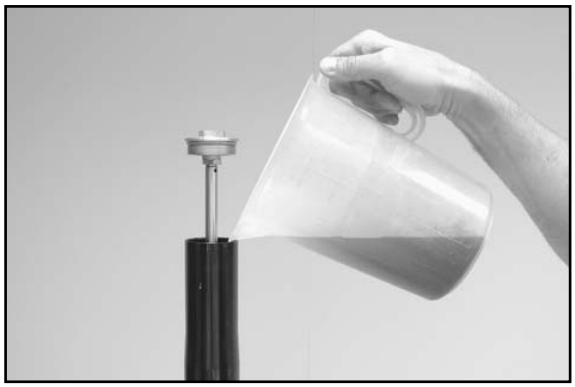
- Mount dust boot ❽.



- Mount screw cap ❻ onto the piston rod.

NOTE
Nut ❼ must be screwed all the way down.

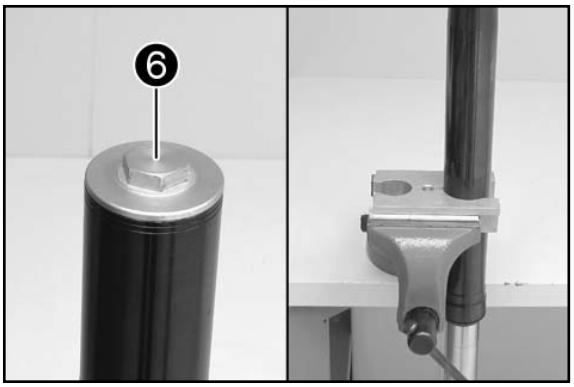
- Counterhold the screw cap and tighten the nut to 30 Nm.



- Fill with the fork oil.

460 ml fork oil (SAE 4) (48601166S1)

NOTE
If it is not possible to fill in the entire quantity of oil, screw the screw cap into the outer tube, unclamp the fork, and compress it several times. Then add the remaining oil.



- Slide the outer tube up.
- Mount screw cap ❻.
- Unclamp the fork leg and clamp in the area of the lower triple clamp.

Special tool: clamping block T612S

- Tighten the screw cap to 30 Nm.

Final steps

Install the fork legs.

NOTE

Move the fork legs to the required position using the fork rings (fork overhang is 5 mm).

Removing the shock absorber

Preliminary work

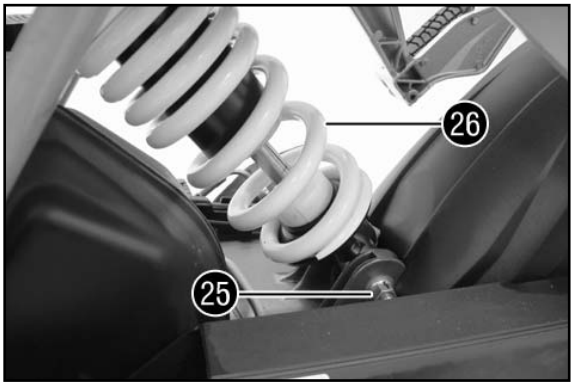
- Raise the motorcycle with a lift stand.

Main work

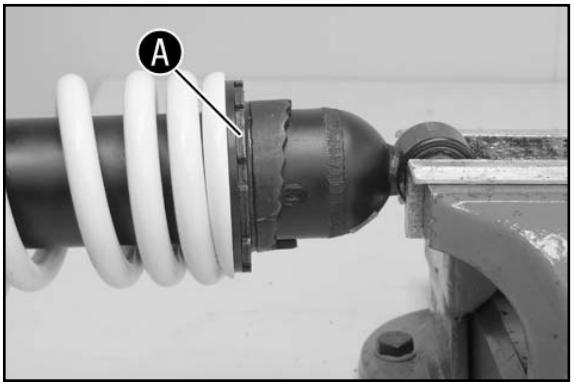
- Remove screw ㉔.

NOTE

Protect the link fork and attachments against damage.
Ensure that the chain and brake line are not damaged.



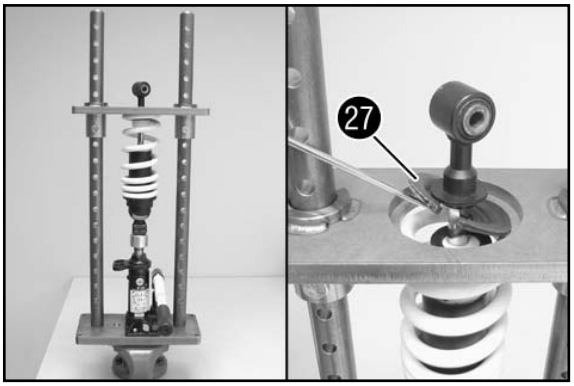
- Remove fitting ㉕.
- Raise the link fork and take out shock absorber ㉖ to the rear.



Removing the spring

- Clamp the shock absorber into the vice using soft jaws.
- Note the position of the spring pretension.
- Loosen adjusting ring Ⓐ with a hook wrench.

Special tool T106S



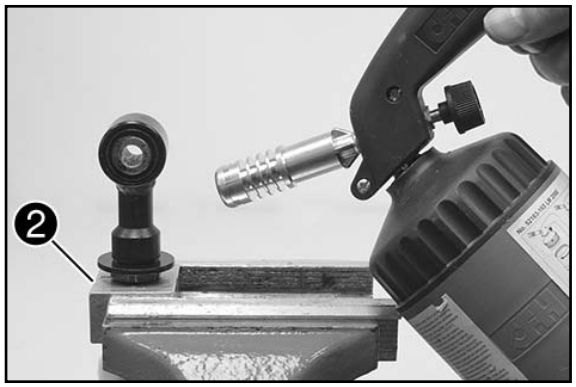
- Clamp the shock absorber into the spring compressor.

Special tool T14050S

NOTE

For the special tool, use the ring with the smallest possible inside diameter. Pressure must be exerted directly onto the spring.

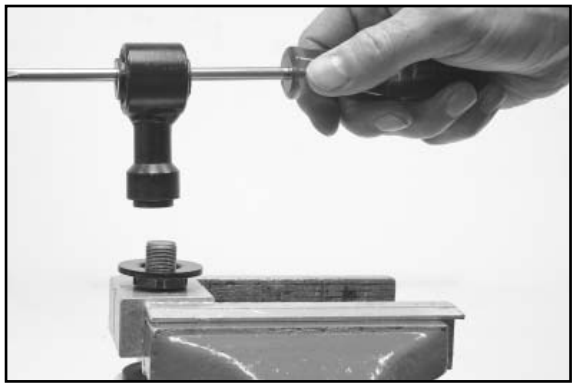
- Compress the spring.
- Remove spring retainer ㉗.
- Release the spring. Take the shock absorber out of the special tool.
- Remove the spring.



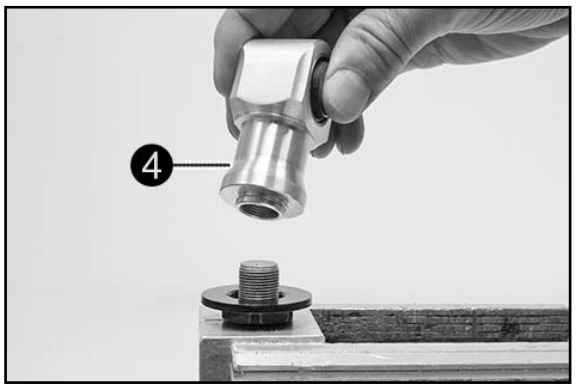
- Clamp the shock absorber with soft jaws T104S ❷ (included) into the vice.
- Heat the piston rod mount.

⚠ ATTENTION

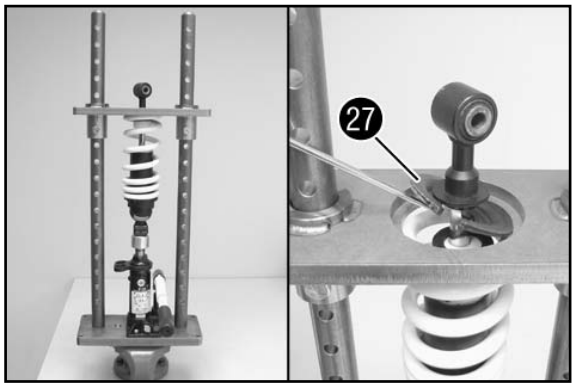
The piston rod mount gets very hot. Danger of burns.



- Remove the original piston rod mount.



- Mount piston rod mount ❹ (included) and tighten with 30 Nm and Loctite 2701 (high strength).



Installing the spring

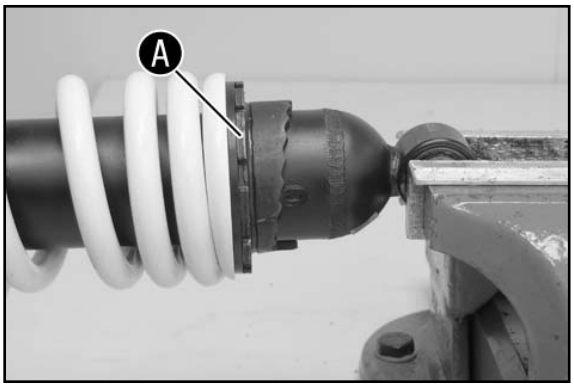
- Mount the spring.
The tight winding of the spring is at the bottom.

- Clamp the shock absorber into the spring compressor special tool.
Special tool T14050S

NOTE
For the special tool, use the ring with the smallest possible inside diameter. Pressure must be exerted directly onto the spring.

- Mount spring retainer ㉗.
The open end is opposite to the spring end.

- Release the spring.
- Take the shock absorber out of the special tool.
- Clamp the shock absorber into the vice using soft jaws.

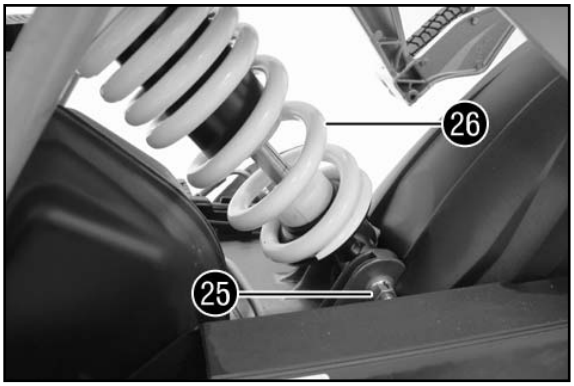


- Tension the spring to the specified position by turning adjusting ring ❹.

Specification: Spring pretension, standard setting: 1 click
Spring pretension, full load capacity: 7 clicks
Special tool: hook wrench T106S

⚠ ATTENTION

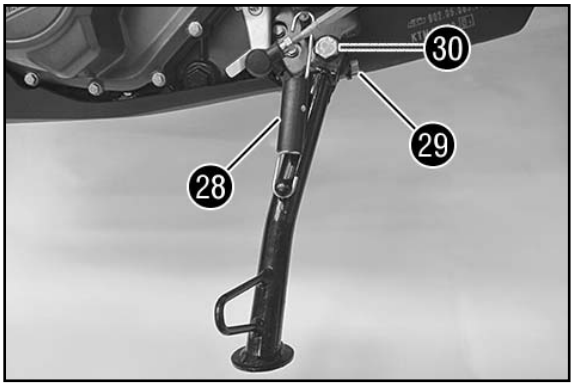
Danger of accident! Changes to the chassis and suspension can change the riding behavior of the vehicle dramatically.
Extreme changes to the setting of the spring components may be detrimental to the riding behavior and overload some components.
Only make settings within the recommended range.
After making changes, ride slowly at first to grow accustomed to the new riding behavior.



Installing the shock absorber

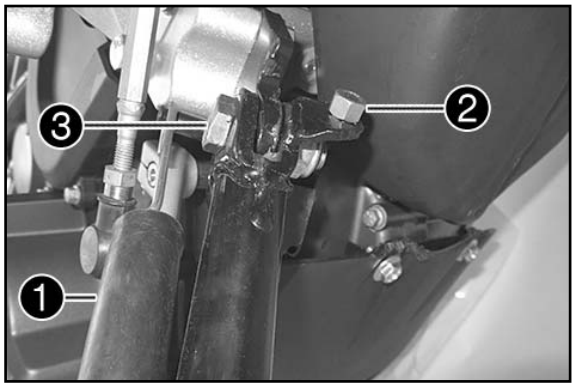
- Raise the link fork and position shock absorber ㉖.
- Mount fitting ㉕ but do not tighten yet.

- Raise the link fork.
- Mount screw ❺ and tighten to 50 Nm.
- Tighten fitting ㉕ to 45 Nm.



Removing the side stand

- Remove spring ㉘
- Remove magnetic screw ㉙
- Remove fitting ㉚.
- Remove the original side stand.

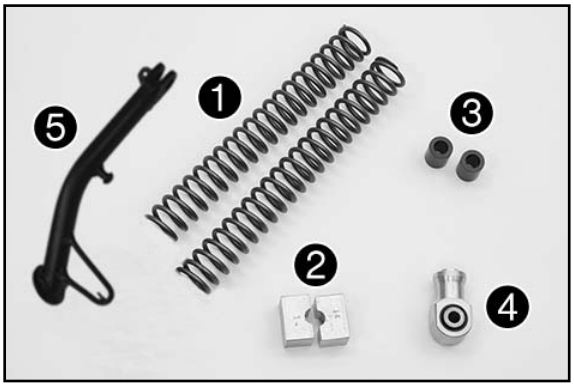


Installing the side stand

- Position side stand ❺ (included).
- Mount screw fitting ㉚ and tighten to 25 Nm.
- Mount magnetic screw ㉙ and tighten to 8 Nm.
- Attach spring ㉘.

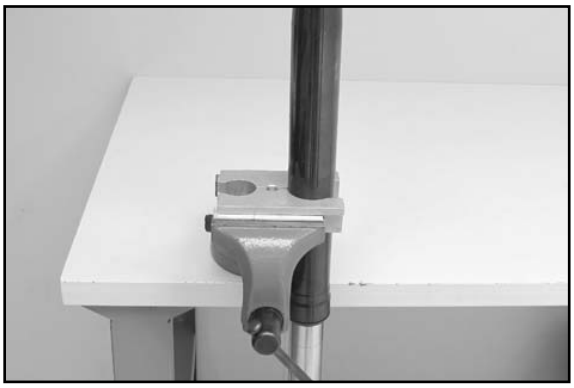
Final steps

- Take the motorcycle off of the lift stand.



Volume della fornitura

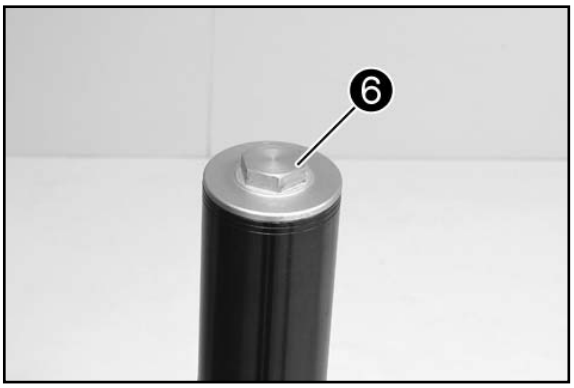
N. 2 molle forcella ❶
N. 2 ganasce ❷ T104S
N. 2 boccole ❸
N. 1 sede per l'asta ❹
N. 1 cavalletto laterale ❺ 90203923000



Scomposizione degli steli della forcella

Operazione preliminare
- Sollevare la motocicletta tramite il cavalletto alzamoto.
Cavalletto alzamoto 62529055000 (v. manuale di riparazione)
- Con una cinghia tirare verso il basso la parte posteriore del veicolo.
- Smontare il parafango anteriore.

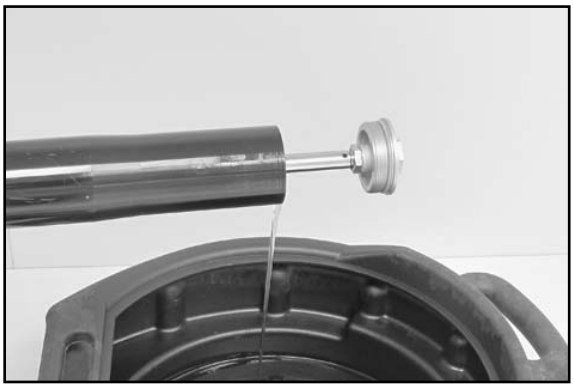
Operazione principale
NOTA
La procedura è identica per entrambi gli steli.
CONDIZIONE
Steli della forcella smontati.



- Serrare lo stelo della forcella in corrispondenza della piastra inferiore della forcella.
Utensile speciale: blocco di serraggio T612S

- Svitare il coperchio a vite ❻

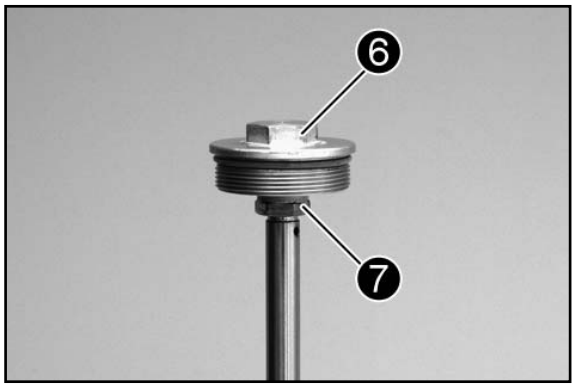
NOTA
Il coperchio a vite non può ancora essere estratto.



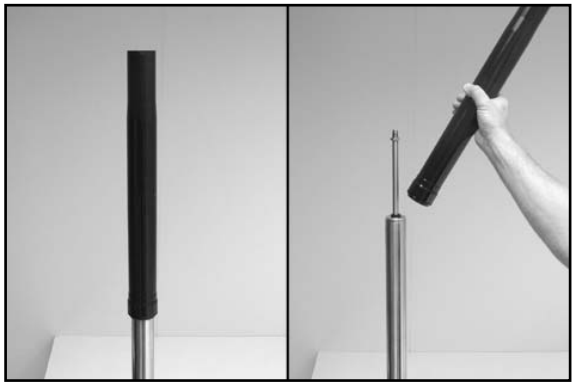
- Scaricare l'olio della forcella.

- Sbloccare lo stelo della forcella e serrare con il mozzo del perno ruota anteriore.

NOTA
Utilizzare ganasce morbide.



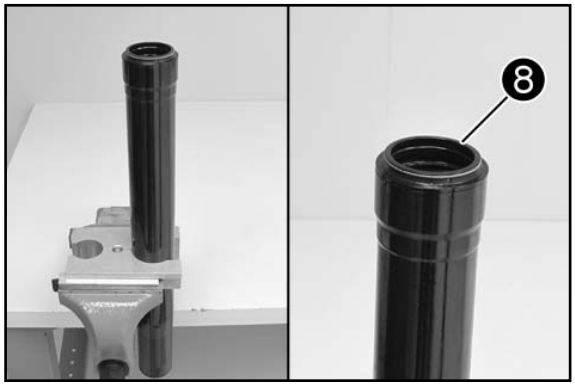
- Spingere il tubo esterno verso il basso.
- Tenere fermo il coperchio a vite ❻. Svitare il dado ❼.
- Rimuovere il coperchio a vite.



- Staccare il tubo esterno dal tubo interno.

NOTA
Porre al di sotto un recipiente di raccolta, poiché spesso fuoriesce ancora dell'olio.

- Sbloccare il tubo interno.
- Scaricare l'olio.



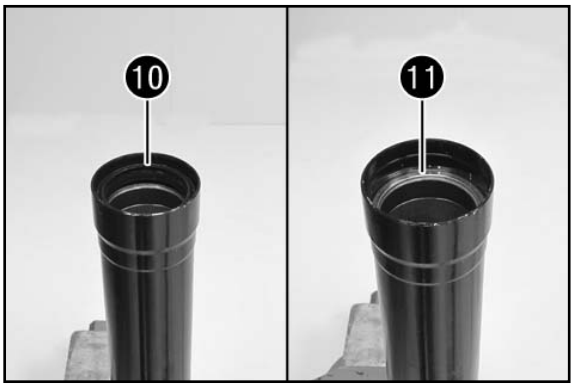
- Serrare il tubo esterno in corrispondenza della piastra inferiore della forcella.

Utensile speciale: blocco di serraggio T612S

- Rimuovere la cuffia parapolvere ❽.

- Rimuovere l'anello di sicurezza ❾.

NOTA
L'anello di sicurezza è affilato a un'estremità, in modo da consentire l'applicazione di un cacciavite.



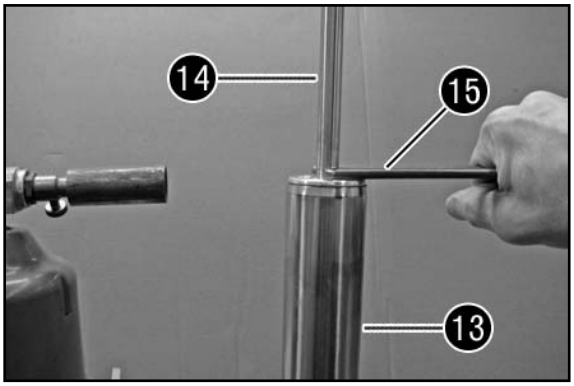
- Rimuovere l'anello di tenuta ❿.
- Rimuovere l'anello di appoggio ⓫.

- Sbloccare il tubo esterno.
- Scaldare il tubo esterno in corrispondenza della boccola di scorrimento ⓬.

Valore prescritto: 50 °C

- Battere il bordo inferiore del tubo esterno della forcella su un pannello in legno.

Così facendo la boccola di scorrimento ⓬ deve fuoriuscire dalla sua sede cuscinetto.



- Pulire il tubo interno ⓭ con del detergente per freni e scaldarlo per 60 sec., in modo da sciogliere la Loctite.

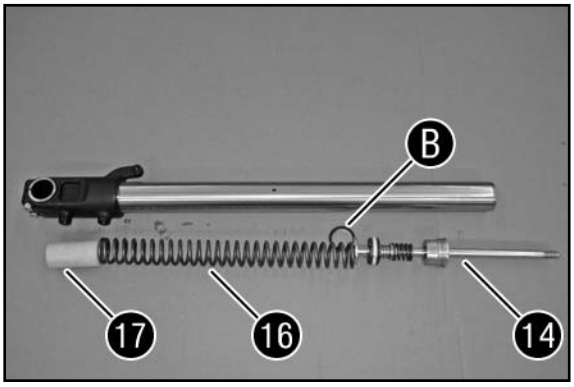
Valore prescritto: 50°C

- Smontare l'asta ⓮ dal tubo interno ⓭.

NOTA
Utilizzare l'utensile speciale: chiave svita tappo T103 ⓯.

⚠ ATTENZIONE

Il tubo dell'asta è molto caldo. Pericolo di scottature.



- Rimuovere l'asta ⓮, la molla ⓰, il distanziatore ⓱ e l'anello in plastica Ⓑ.
- Pulire tutti i componenti dell'asta e controllare che non siano usurati o danneggiati.

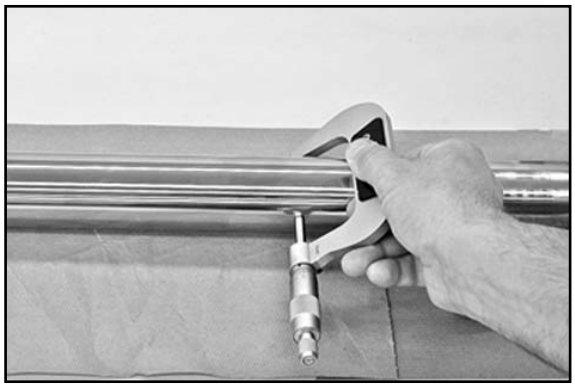
NOTA:
Rimuovere anche il distanziatore (30 mm) ⓱ **(solo 390 Duke)**.
Se nelle forcelle più recenti il distanziatore (50 mm) rimane dentro il tubo interno, non occorre rimuoverlo.

Controllo degli steli della forcella

CONDIZIONE
Steli della forcella scomposti.

- Controllare che il tubo interno e il mozzo del perno ruota anteriore non siano danneggiati.

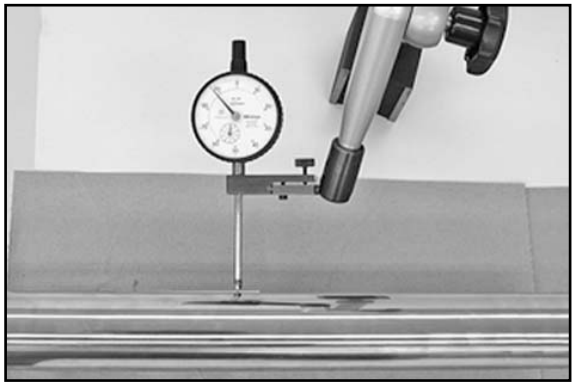
In presenza di danni:
- Sostituire lo stelo della forcella.



- Misurare il diametro esterno lungo più punti del tubo interno.

Diametro esterno del tubo interno: 42,975... 43,005 mm

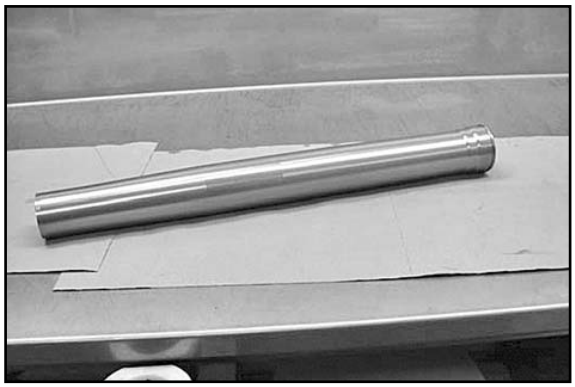
Se il valore misurato è inferiore a quello indicato:
- Sostituire lo stelo della forcella.



- Misurare l'eccentricità del tubo interno.

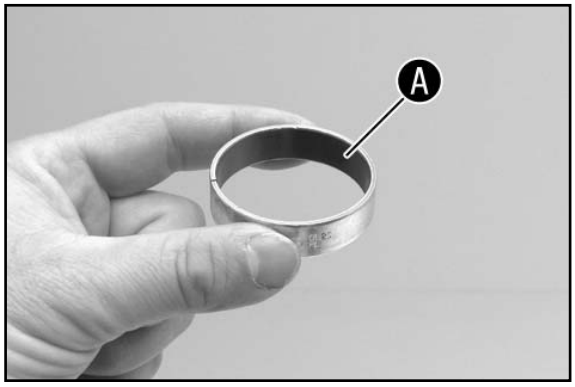
Eccentricità del tubo interno: ≤ 0,20 mm

Se il valore misurato è maggiore di quello indicato:
- Sostituire lo stelo della forcella.



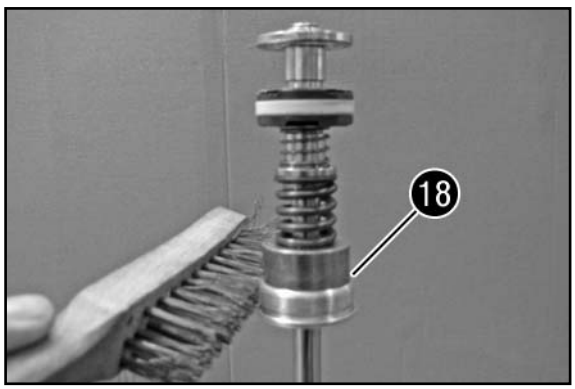
- Controllare che il tubo esterno non sia danneggiato.

In presenza di danni:
- Sostituire lo stelo della forcella.



- Controllare la superficie delle boccole di scorrimento.

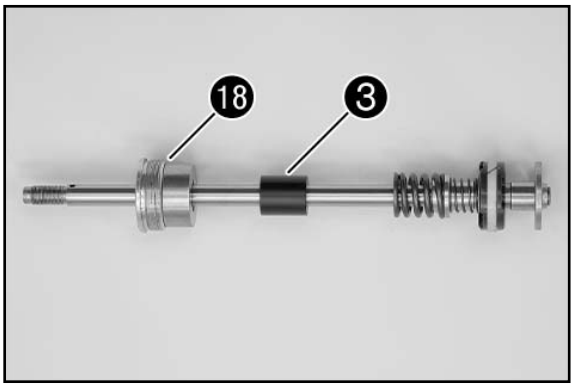
Se lo strato scuro Ⓐ è usurato:
- Sostituire lo stelo della forcella.



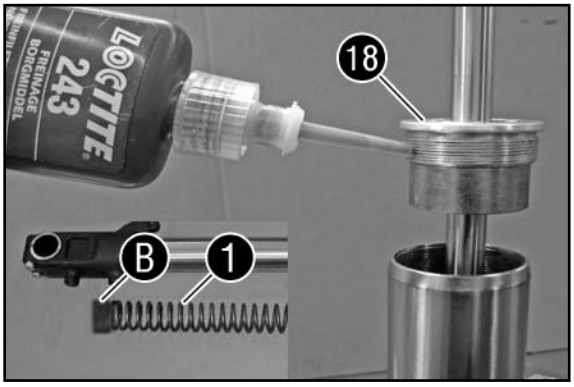
Riassemblaggio degli steli della forcella

NOTA
La procedura è identica per entrambi gli steli.

- Con una spazzola metallica pulire il cappuccio della cartuccia ⓲ in modo da rimuovere i resti di Loctite.



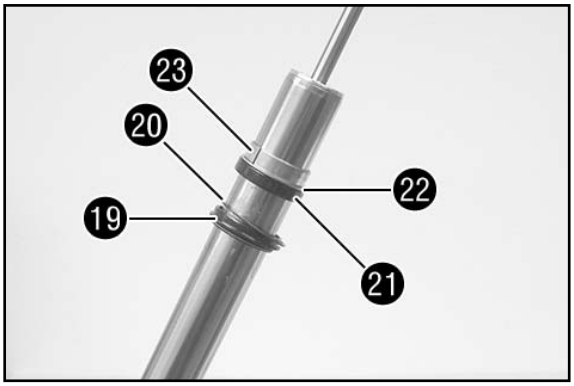
- Rimuovere il cappuccio della cartuccia ⓲.
- Montare la boccola ❸ (in dotazione) e rimontare il cappuccio della cartuccia ⓲.



- Montare la molla forcella ❶ (in dotazione) e gli anelli in plastica ❽.

NOTA:
La molla forcella e gli anelli in plastica devono avere una lunghezza complessiva di 325 mm.

- Sul cappuccio della cartuccia ⓲ applicare della Loctite 243 quindi montare il cappuccio della cartuccia ⓲.



- Serrare il tubo interno con il mozzo del perno ruota anteriore.

Valore prescritto: Utilizzare ganasce morbide.

- Lubrificare la cuffia parapolvere ⓳ e inserirla.
Lubrificante T511

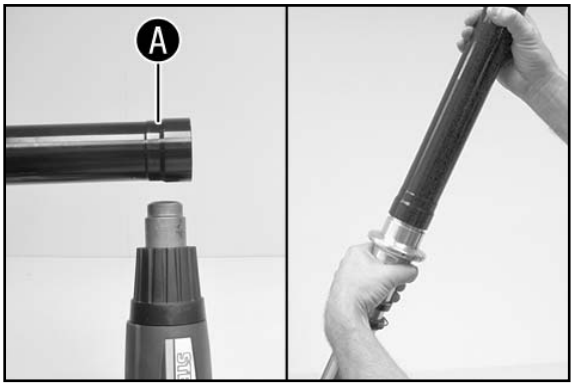
NOTA:
La cuffia parapolvere, l'anello di sicurezza, l'anello di tenuta e l'anello di appoggio devono essere sempre sostituiti. Montare la cuffia parapolvere con il labbro di tenuta e la molla rivolti verso il basso.

- Inserire l'anello di sicurezza ⓴.
- Lubrificare l'anello di tenuta ㉑ e inserirlo.
Lubrificante T511

NOTA:
Labbro di tenuta rivolto verso il basso, lato aperto rivolto verso l'alto.

- Inserire l'anello di appoggio ㉒.
- Smerigliare i bordi della boccola di scorrimento ㉓ con della carta abrasiva (grana 600), quindi pulire e lubrificare.
Olio per forcelle (SAE 4) (48601166S1)

- Inserire la boccola di scorrimento ㉓.



- Scaldare il tubo esterno in corrispondenza della zona Ⓐ della boccola di scorrimento inferiore.

Valore prescritto: 50°C

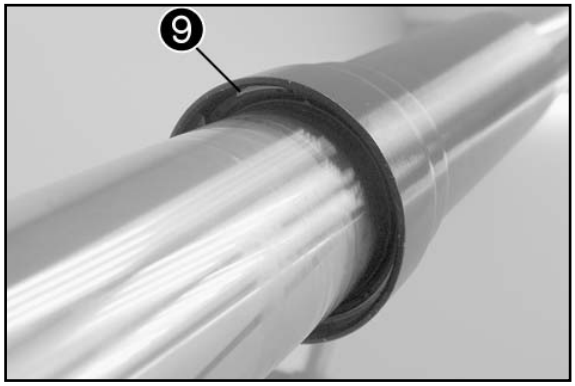
- Spingere il tubo esterno sul tubo interno.
- Tenere ferma la boccola di scorrimento utilizzando lo spallamento più lungo dell'utensile speciale.
Utensile di montaggio T528S

- Inserire la boccola di scorrimento fino a battuta sul tubo esterno.

- Posizionare l'anello di appoggio.
- Tenere fermo l'anello di tenuta utilizzando lo spallamento più corto dell'utensile speciale.

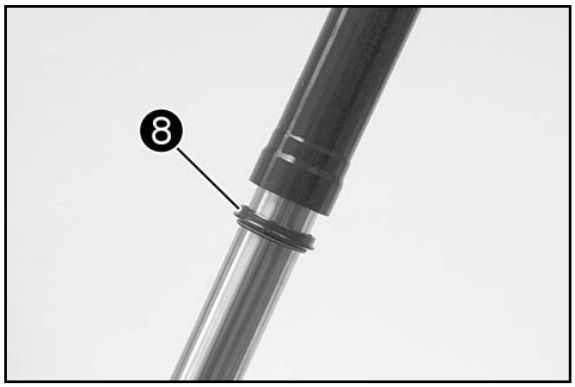
Utensile di montaggio T528S

- Inserire l'anello di tenuta e l'anello di appoggio fino a battuta sul tubo esterno.

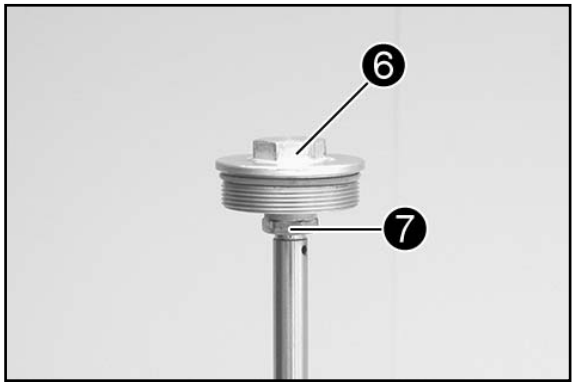


- Montare l'anello di sicurezza ❾.

NOTA:
L'anello di sicurezza deve innestarsi in modo udibile.



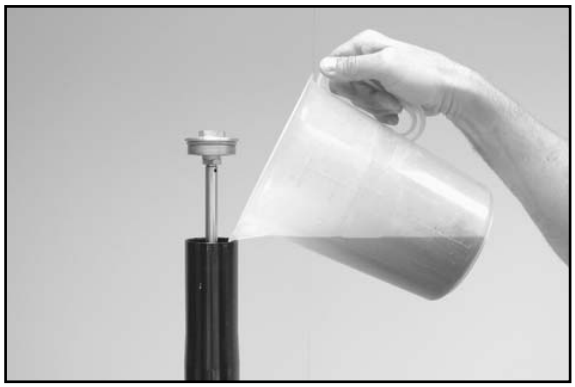
- Montare la cuffia parapolvere ❽.



- Montare il coperchio a vite ❻ sull'asta.

NOTA:
Avvitare il dado ❼ fino in fondo.

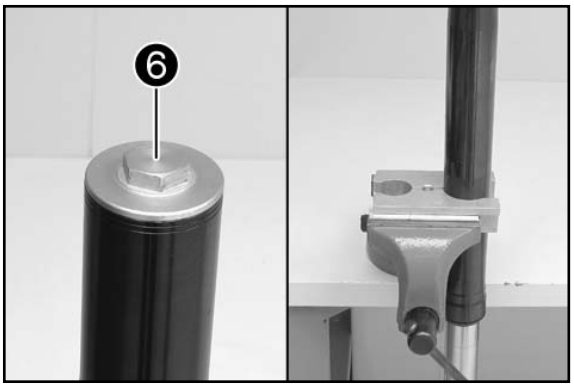
- Tenere fermo il coperchio a vite e serrare il dado a 30 Nm.



- Immettere l'olio della forcella.

460 ml di olio per forcelle (SAE 4) (48601166S1)

NOTA:
Se non si riesce a immettere l'intera quantità di olio, avvitare il coperchio a vite sul tubo esterno, sbloccare la forcella e molleggiare alcune volte. Quindi immettere la quantità rimanente.



- Spingere il tubo esterno verso l'alto.
- Montare il coperchio a vite ❻.
- Sbloccare lo stelo della forcella e serrarlo in corrispondenza della piastra inferiore della forcella.

Utensile speciale: blocco di serraggio T612S

- Serrare il coperchio a vite a 30 Nm.

Operazione conclusiva
Montare gli steli della forcella.

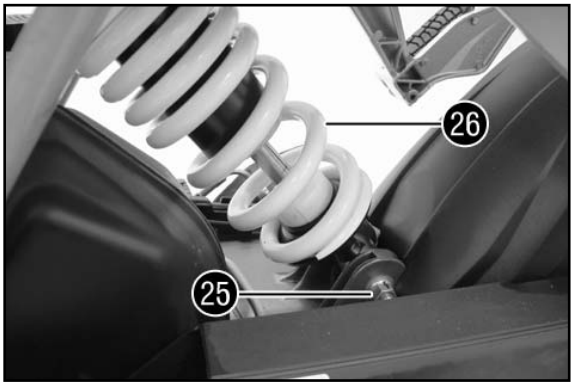
NOTA:
Per mezzo degli anelli della forcella allineare gli steli della forcella nella posizione desiderata (sporgenza della forcella 5 mm).

Smontaggio dell'ammortizzatore

Operazione preliminare
- Sollevare la motocicletta tramite il cavalletto alzamoto.

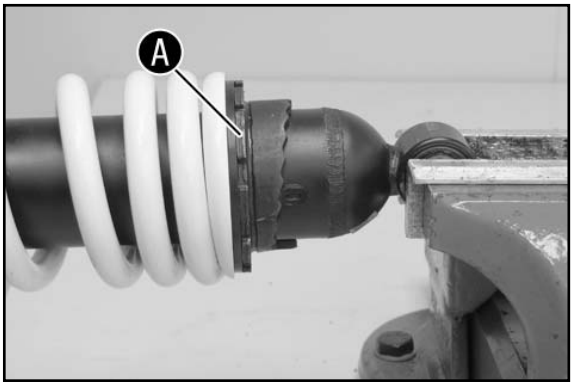
Operazione principale
- Rimuovere la vite ㉔.

NOTA:
Proteggere la forcella e gli elementi di montaggio, in modo da non danneggiarli.
Assicurarsi che la catena e la tubazione del freno non vengano danneggiate.



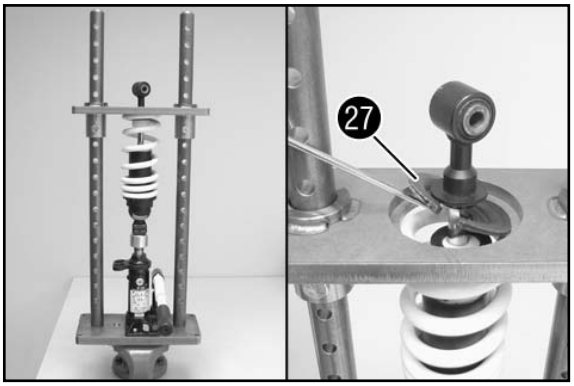
- Rimuovere il collegamento a vite ㉕.
- Sollevare la forcella ed estrarre l'ammortizzatore ㉖ tirandolo all'indietro.

Smontaggio della molla



- Serrare l'ammortizzatore nella morsa utilizzando un paio di ganasce morbide.
- Prendere nota della posizione del precarico molla.
- Con la chiave a gancio svitare la ghiera di registro Ⓐ.

Utensile speciale T106S

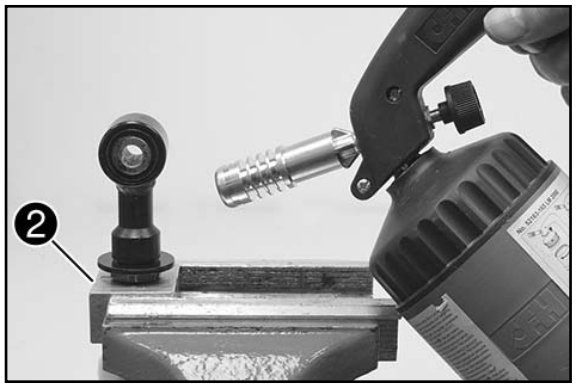


- Serrare l'ammortizzatore nel tendimolla.

Utensile speciale T14050S

NOTA:
Utilizzare l'anello adatto dell'utensile speciale con il diametro interno più piccolo. La pressione deve essere esercitata direttamente sulla molla.

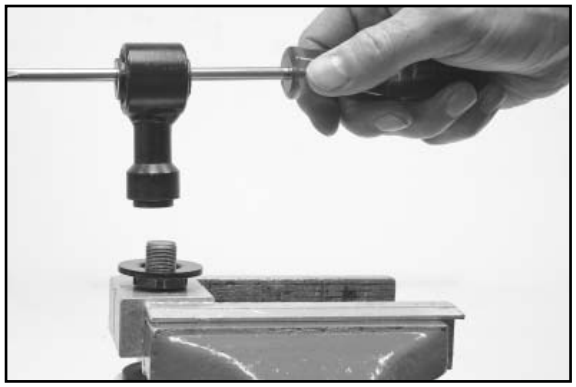
- Comprimere la molla.
- Rimuovere lo scodellino ㉗.
- Scaricare la molla. Estrarre l'ammortizzatore dall'utensile speciale.
- Rimuovere la molla.



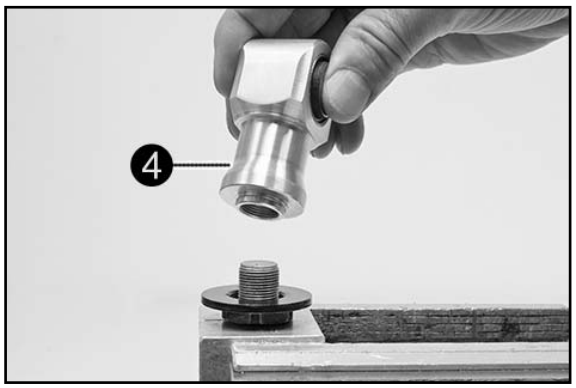
- Serrare l'ammortizzatore nella morsa utilizzando un paio di ganasce morbide T104S ❷ (in dotazione).
- Scaldare la sede per l'asta.

⚠ ATTENZIONE

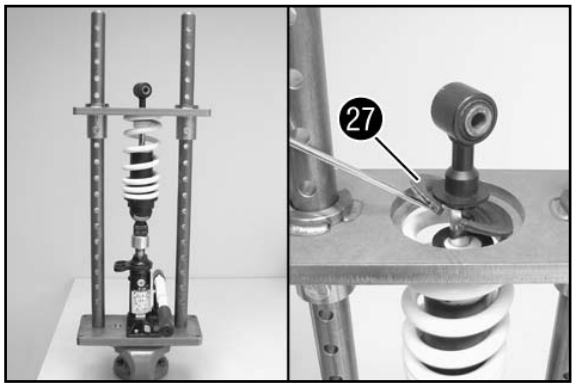
La sede per l'asta diventa molto calda. Pericolo di scottature.



- Rimuovere la sede per l'asta originale.



- Montare la sede per l'asta ❹ (in dotazione), serrarla a 30 Nm e applicare della Loctite 2701 (ad alta resistenza).



Montaggio della molla

- Montare la molla.

L'avvolgimento stretto della molla si trova in basso.

- Serrare l'ammortizzatore nel tendimolla con l'utensile speciale.

Utensile speciale T14050S

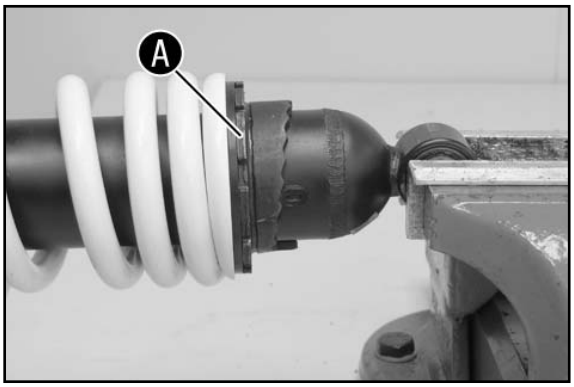
NOTA

Utilizzare l'anello adatto dell'utensile speciale con il diametro interno più piccolo. La pressione deve essere esercitata direttamente sulla molla.

- Montare lo scodellino ㉗.

Il lato aperto deve trovarsi di fronte all'estremità della molla.

- Scaricare la molla.
- Estrarre l'ammortizzatore dall'utensile speciale.
- Serrare l'ammortizzatore nella morsa utilizzando un paio di ganasce morbide.

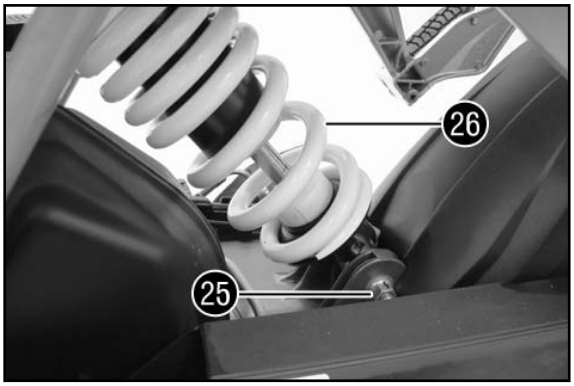


- Mettere in compressione la molla ruotando la ghiera di registro Ⓐ nella posizione prescritta.

Valore prescritto: Precarico molla standard 1 clic
Carico utile massimo 7 clic
Utensile speciale: chiave a gancio T106S

⚠ ATTENZIONE

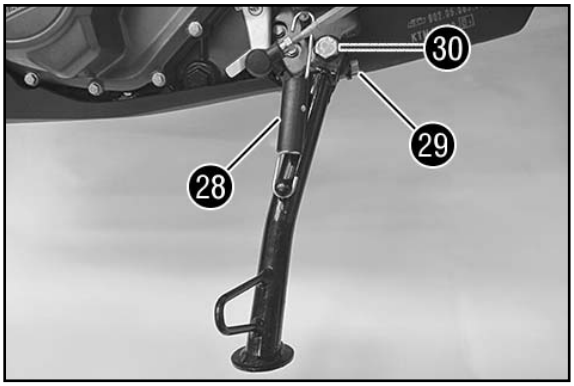
Rischio di incidente! Le modifiche apportate al telaio possono influenzare notevolmente il comportamento di marcia del veicolo.
In caso di modifiche rilevanti nella regolazione dei componenti delle sospensioni, il comportamento di marcia può peggiorare drasticamente e portare alla sovrasollecitazione di alcuni componenti.
Eseguire le regolazioni esclusivamente all'interno del range consigliato.
Se si sono apportate delle modifiche, iniziare guidando lentamente, in modo da valutare il nuovo comportamento di marcia.



Montaggio dell'ammortizzatore

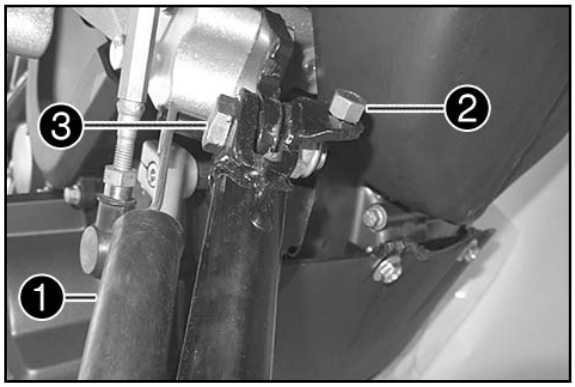
- Sollevare la forcella e posizionare l'ammortizzatore ㉖.
- Montare il collegamento a vite ㉕, ma non serrarlo ancora.

- Sollevare la forcella.
- Montare la vite ㉔ e serrarla con una coppia di 50 Nm.
- Serrare il collegamento a vite ㉕ con una coppia di 45 Nm.



Smontaggio del cavalletto laterale

- Rimuovere la molla ㉘.
- Rimuovere la vite magnetica ㉙
- Rimuovere il collegamento a vite ㉚.
- Rimuovere il cavalletto laterale originale.

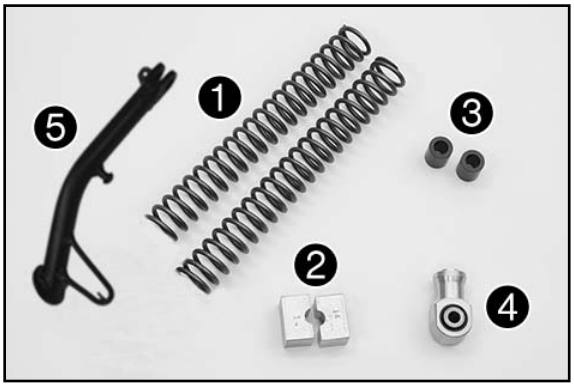


Montaggio del cavalletto laterale

- Posizionare il cavalletto laterale ❺ (in dotazione).
- Montare il collegamento a vite ㉚ e serrarlo con una coppia di 25 Nm.
- Montare la vite magnetica ㉙ e serrarla con una coppia di 8 Nm.
- Agganciare la molla ㉘.

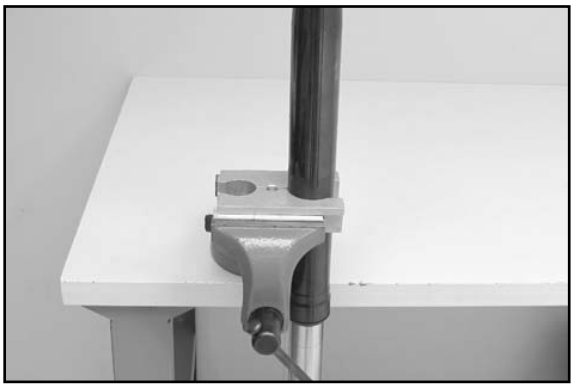
Operazione conclusiva

– Rimuovere la motocicletta dal cavalletto alzamoto.



Étendue de la livraison

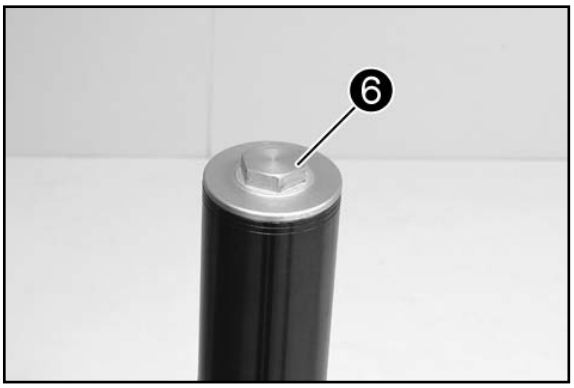
2x Ressort de fourche ❶
2x Mâchoire de serrage ❷ T104S
2x Bague ❸
1x Logement de tige de piston ❹
1x Béquille latérale ❺ 90203923000



Démonter les bras de fourche

Travaux préalables
- Positionner la moto sur le lève-moto.
Lève-moto 62529055000 (voir Manuel de réparation)
- Bloquer l'arrière du véhicule vers le bas
- Déposer le garde-boue.

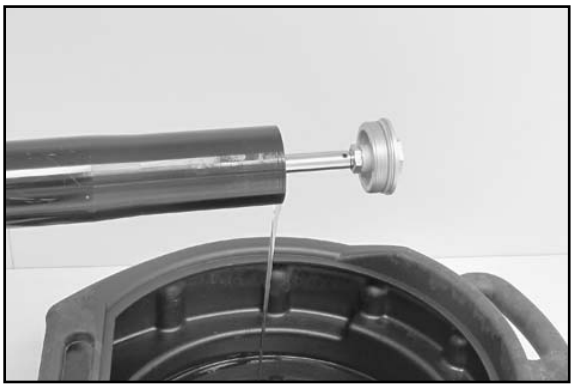
Travaux principaux
REMARQUE
Les étapes de travail sont identiques sur les deux bras de fourche.
CONDITION PREALABLE
Les bras de fourche sont déposés.



- Serrer le bras de fourche au niveau du té de fourche inférieur.
Outil spécial Bloc de serrage T612S

- Desserrer le couvercle fileté ❻

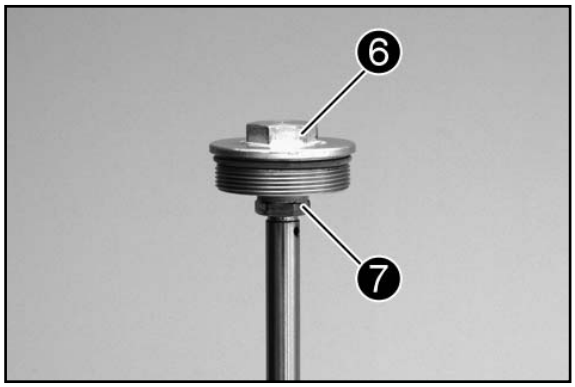
REMARQUE
Le couvercle fileté ne peut pas encore être retiré.



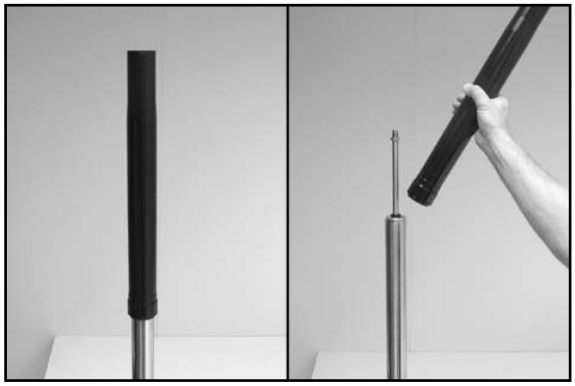
- Vidanger l'huile de fourche.

- Débloquer le bras de fourche et rebloquer au niveau de la fixation de l'axe de roue avant.

REMARQUE
Utiliser des mâchoires de protection.



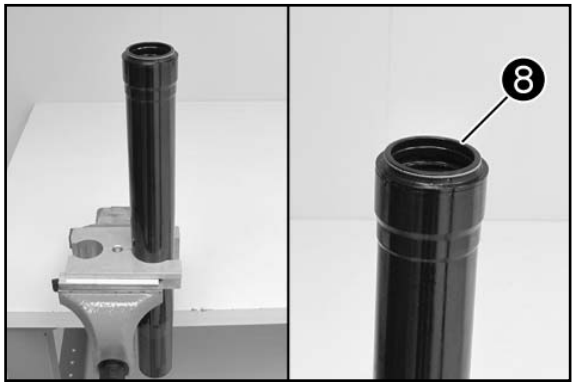
- Pousser le tube extérieur vers le bas.
- Contrer le couvercle fileté ❻ Desserrer l'écrou ❼.
- Retirer le couvercle fileté.



- Dissocier le tube intérieur du tube extérieur.

REMARQUE
Placer un bac collecteur sous l'orifice pour récupérer le surplus d'huile qui s'écoule.

- Desserrer le tube intérieur.
- Vidanger l'huile.

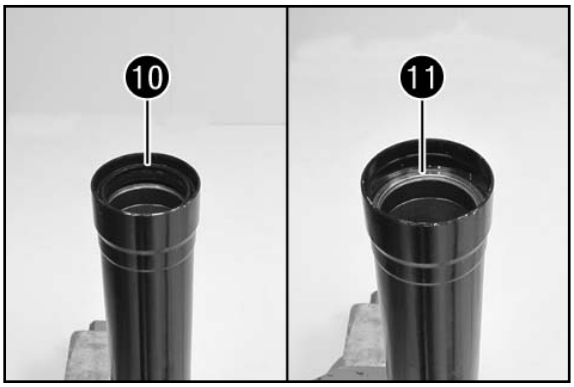


- Serrer le tube extérieur au niveau du té de fourche inférieur.
Outil spécial Bloc de serrage T612S

- Enlever le cache-poussière ❽.

- Enlever le circlip ❾.

REMARQUE
Le circlip est doté d'une extrémité biseautée permettant l'insertion d'un tournevis.

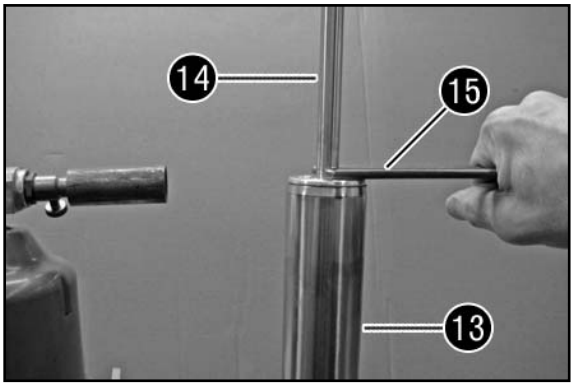


- Retirer le joint d'étanchéité ❿.
- Retirer la bague d'appui ⓫.

- Serrer le tube extérieur.
- Échauffer le tube extérieur au niveau de la douille de glissement ⓬.

Valeur prescrite : 50° C

-Tapoter le tube extérieur avec le bord inférieur sur une plaque de bois.
La douille de glissement ⓬ doit être extraite de son logement lors de cette opération.



- Nettoyer le tube intérieur ⓭ avec un nettoyant pour freins et chauffer pendant 60 s pour fluidifier le Loctite.

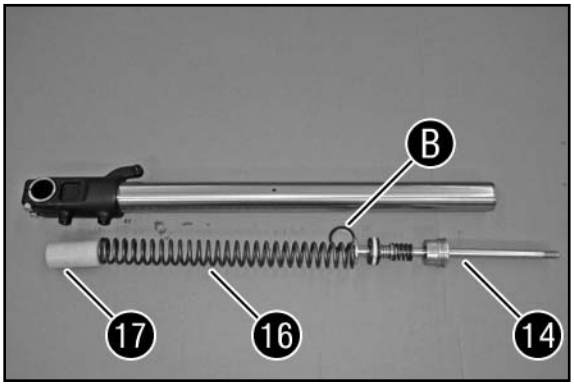
Valeur prescrite : 50°C

- Retirer la tige de piston bo du tube intérieur ⓭.

REMARQUE
Utiliser l'outil spécial Clé à tige T103 ⓯.

⚠ ATTENTION

Attention, le tube de la tige de piston est brûlant. Risque de brûlures.



- Déposer la tige de piston ⓮, le ressort ⓰, l'entretoise ⓱ et l'anneau en plastique Ⓑ.
- Nettoyer toutes les pièces de la tige de piston et vérifier l'usure et l'absence de dommages.

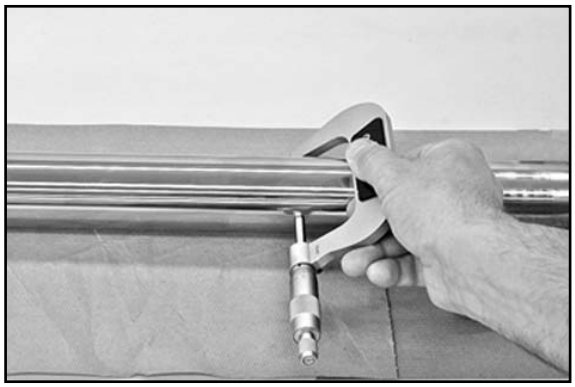
REMARQUE :
L'entretoise (30 mm) ⓱ doit également être retirée **(seulement sur 390 Duke)**.
Si l'entretoise (50 mm) reste à demeure dans le tube intérieur sur les nouvelles fourches, elle ne doit pas être retirée.

Contrôler les bras de fourche

CONDITION PREALABLE
Bras de fourche démontés.

- Contrôler l'état du tube intérieur et de la fixation de l'axe de roue avant.

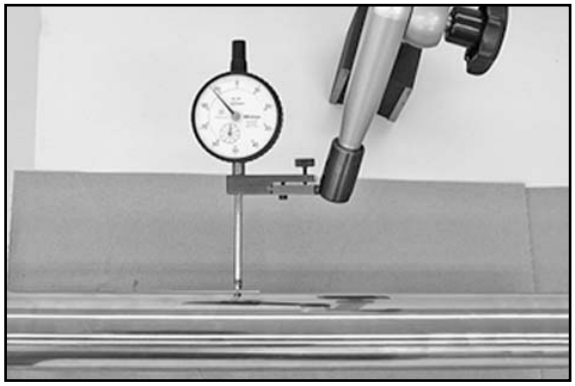
En cas de dommage :
- Remplacer le bras de fourche.



- Mesurer le diamètre extérieur en plusieurs points du tube intérieur.

Diamètre extérieur du tube intérieur : 42,975... 43,005 mm

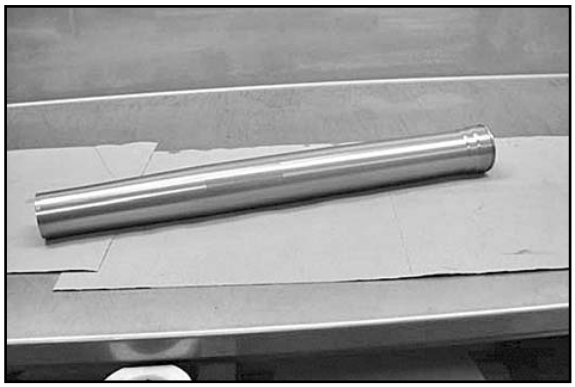
Lorsque la valeur mesurée est inférieure à la valeur prescrite:
- Remplacer le bras de fourche.



- Mesurer le voile du tube intérieur.

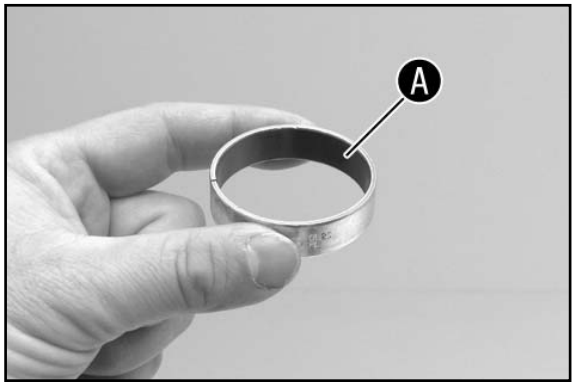
Voile du tube intérieur : ≤ 0,20 mm

Lorsque la valeur mesurée est supérieure à la valeur prescrite :
- Remplacer le bras de fourche.



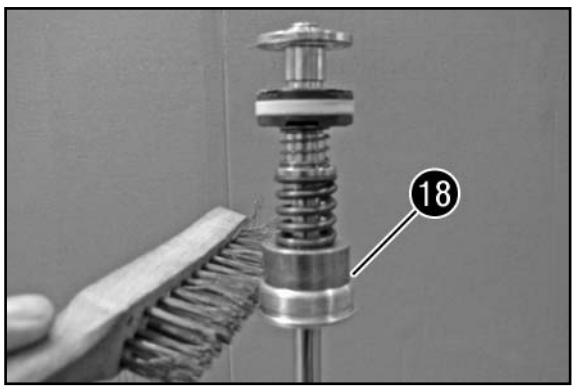
- Vérifier l'état du tube extérieur.

En cas de dommage :
- Remplacer le bras de fourche.



- Vérifier la surface des douilles de glissement.

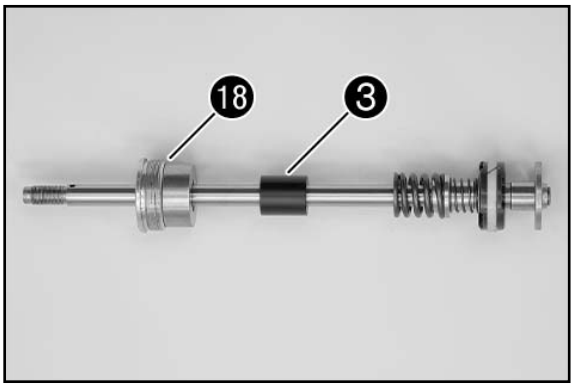
Lorsque la surface sombre Ⓐ est usée :
- Remplacer le bras de fourche.



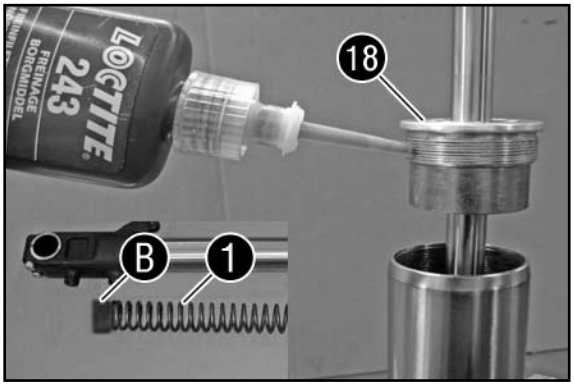
Remonter les bras de fourche

REMARQUE
Les étapes de travail sont identiques sur les deux bras de fourche.

- Avec une brosse métallique, nettoyer le capuchon ⓲ de la cartouche pour éliminer les résidus de Loctite.



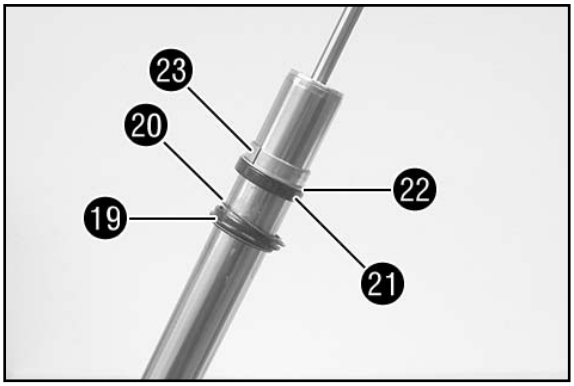
- Enlever le capuchon ⓲ de la cartouche.
- Monter la bague ❸ (étendue de la livraison) et remettre en place le capuchon ⓲ de la cartouche.



- Monter le ressort de fourche ❶ (étendue de la livraison) et monter les anneaux en plastique Ⓑ.

REMARQUE :
Le ressort de fourche et les anneaux en plastique une fois montés doivent avoir une longueur totale de 325 mm.

- Enduire le capuchon ⓲ de Loctite 243, puis remettre le capuchon ⓲ en place.



- Serrer le tube intérieur avec la fixation de l'axe de roue avant.

Valeur prescrite : Utiliser des mâchoires de protection.

- Lubrifier le cache-poussière ⓳ et l'emmancher sur le tube.
Lubrifiant T511

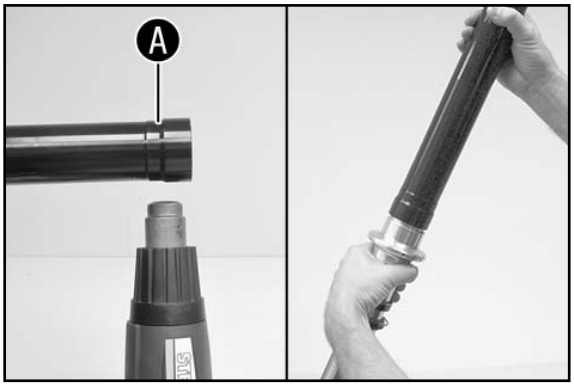
REMARQUE :
Toujours remplacer le cache-poussière, le circlip, le joint d'étanchéité et la bague d'appui. Monter le cache-poussière avec la lèvre d'étanchéité et la rondelle élastique vers le bas.

- Emmancher le circlip ⓴.
- Lubrifier le joint d'étanchéité ㉑ et l'emmancher sur le tube.
Lubrifiant T511

REMARQUE :
Lèvre d'étanchéité vers le bas, côté ouvert vers le haut.

- Enfiler la bague d'appui ㉒.
- Poncer les bords de la douille de glissement ㉓ avec du papier à poncer de grain 600, nettoyer et lubrifier.
Huile de fourche (SAE 4) (48601166S1)

- Enfiler la douille de glissement ㉓.



- Échauffer le tube extérieur dans la zone Ⓐ de la douille de glissement inférieure.

Valeur prescrite : 50°C

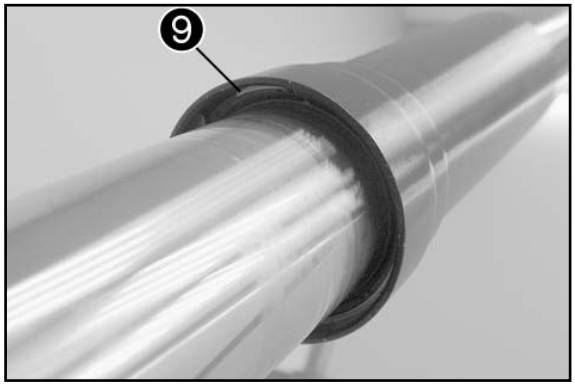
- Emmancher le tube extérieur sur le tube intérieur.
- Maintenir la douille de glissement avec le long insert de l'outil spécial.
Outil de montage T528S

- Enfoncer la douille de glissement dans le tube extérieur jusqu'en butée.

- Mettre en place la bague d'appui.
- Maintenir le joint d'étanchéité avec l'insert court de l'outil spécial.

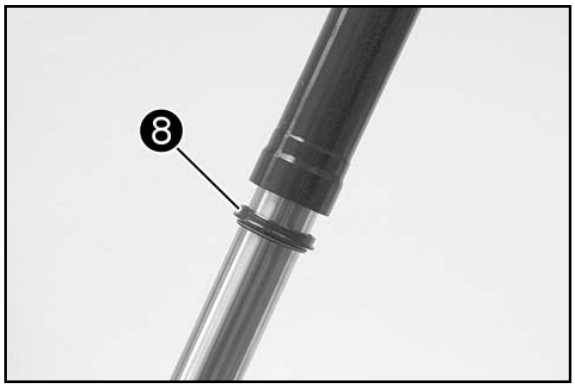
Outil de montage T528S

- Enfoncer le joint d'étanchéité dans le tube extérieur jusqu'en butée.

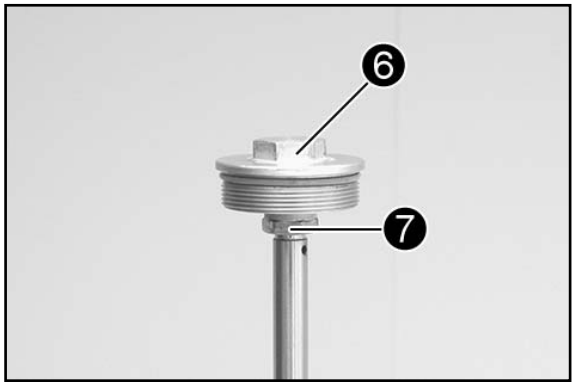


- Monter le circlip ❾.

REMARQUE :
Le circlip doit s'enclencher de façon perceptible.



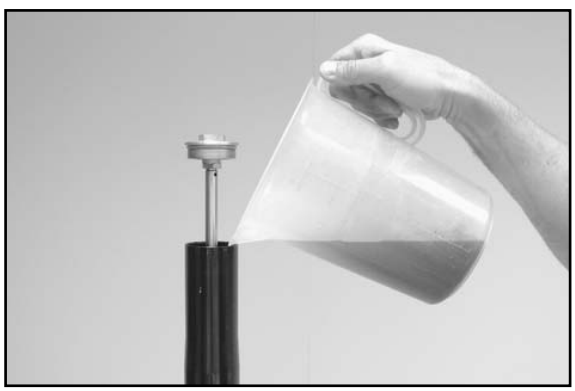
- Monter le cache-poussière ❽.



- Monter le couvercle fileté 6 sur la tige de piston.

REMARQUE :
L'écrou ❼ doit être vissé jusque tout en bas.

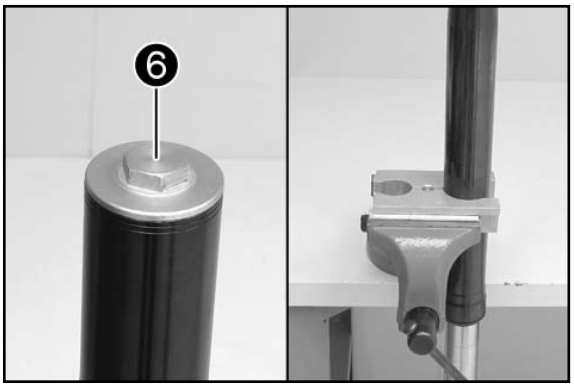
- Maintenir le couvercle fileté et serrer l'écrou à 30 Nm.



- Remplir d'huile de fourche.

460 ml d'huile de fourche (SAE 4) (48601166S1)

REMARQUE :
S'il n'est pas possible de verser la totalité de l'huile, visser le couvercle dans le tube extérieur, desserrer la fourche et l'enfoncer à plusieurs reprises. Verser ensuite le restant d'huile.



- Pousser le tube extérieur vers le haut.
- Monter le couvercle fileté ❻.
- Débloquer le bras de fourche et serrer au niveau du té de fourche inférieur.

Outil spécial Bloc de serrage T612S

- Serrer le couvercle fileté à 30 Nm.

Travaux ultérieurs
Monter les bras de fourche.

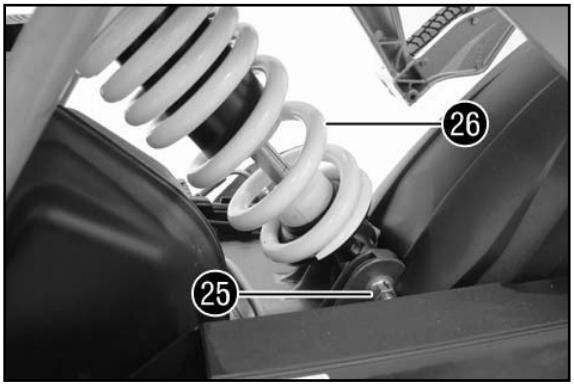
REMARQUE :
Orienter les bras de fourche avec les bagues dans la position souhaitée (dépassement de fourche 5 mm).

Déposer l'amortisseur

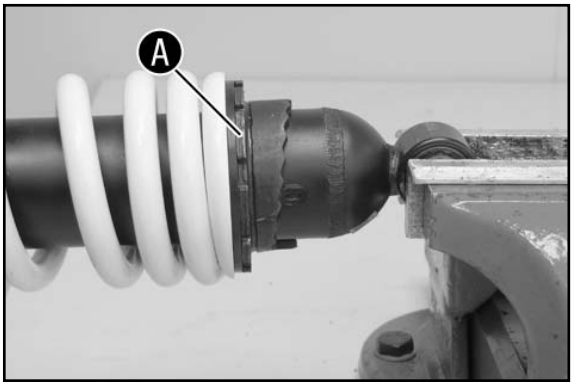
Travaux préalables
- Positionner la moto sur le lève-moto.

Travaux principaux
- Retirer la vis ㉔.

REMARQUE :
Protéger le bras oscillant et les composants de tout dommage.
Veiller à ce que la chaîne et la conduite de frein ne soient pas endommagées.



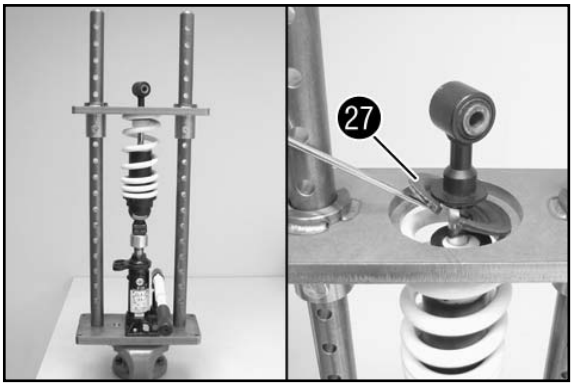
- Retirer le boulon de raccordement ㉕.
- Soulever le bras oscillant et dégager l'amortisseur ㉖ par l'arrière.



Déposer le ressort

- Serrer l'amortisseur dans le mors muni de mâchoires de protection.
- Noter la position de la précontrainte du ressort.
- Desserrer la bague de réglage Ⓐ avec la clé à griffe.

Outil spécial T106S

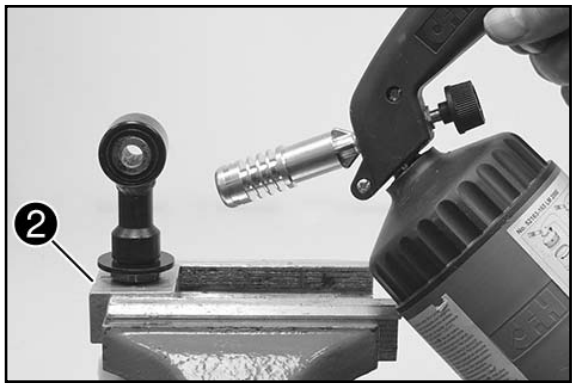


- Serrer l'amortisseur dans le compresseur de ressort.

Outil spécial T14050S

REMARQUE :
Utiliser la bague la plus adapté de l'outil spécial, avec le diamètre intérieur le plus petit possible. Cette bague doit être enfilée directement sur le ressort.

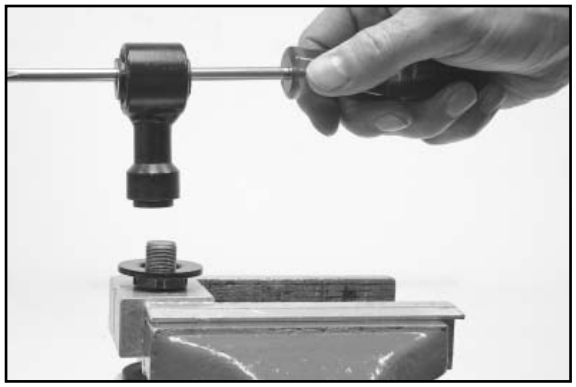
- Comprimer le ressort.
- Retirer la coupelle de ressort ㉗.
- Détendre le ressort. Dégager l'amortisseur hors de l'outil spécial.
- Retirer le ressort.



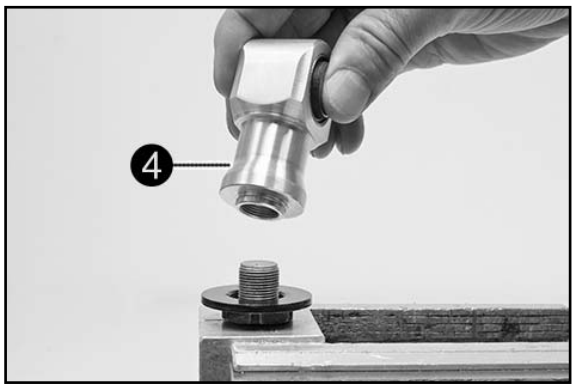
- Serrer l'amortisseur dans le mors muni de mâchoires de protection T104S ❷ (étendue de la livraison).
- Échauffer le logement de tige de piston.

⚠ ATTENTION

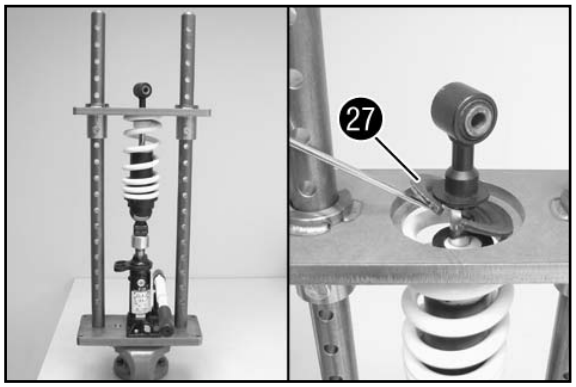
Le logement de tige de piston est brûlant. Risque de brûlures.



- Déposer le logement de tige de piston d'origine.



- Monter le logement de tige de piston ❹ (étendue de la livraison) et serrer à 30 Nm et avec du Loctite 2701 (haute résistance).



Monter l'amortisseur

- Monter le ressort.

L'enroulement serré du ressort est vers le bas.

- Serrer l'amortisseur dans l'outil spécial Compresseur de ressort.

Outil spécial T14050S

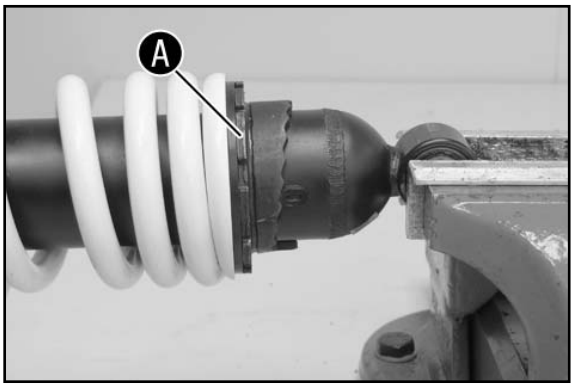
REMARQUE

Utiliser la bague la plus adapté de l'outil spécial, avec le diamètre intérieur le plus petit possible. Cette bague doit être enfilée directement sur le ressort.

- Monter la coupelle de ressort ❷❼.

L'extrémité ouverte fait face à l'extrémité du ressort.

- Détendre le ressort.
- Dégager l'amortisseur hors de l'outil spécial.
- Serrer l'amortisseur dans le mors muni de mâchoires de protection.

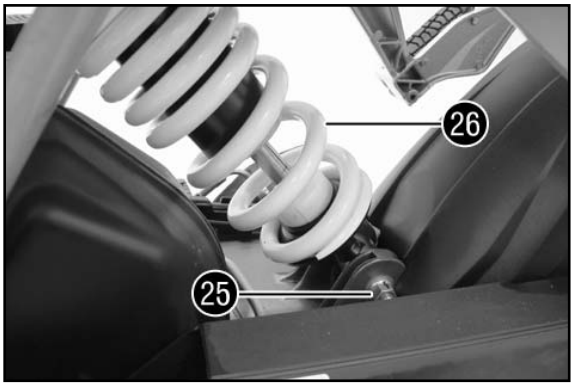


- Serrer le ressort dans la position prescrite en vissant la bague de réglage Ⓐ.

Valeur prescrite : Précontrainte du ressort standard 1 clic
charge utile 7 clics
Outil spécial Clé à griffe T106S

⚠ ATTENTION

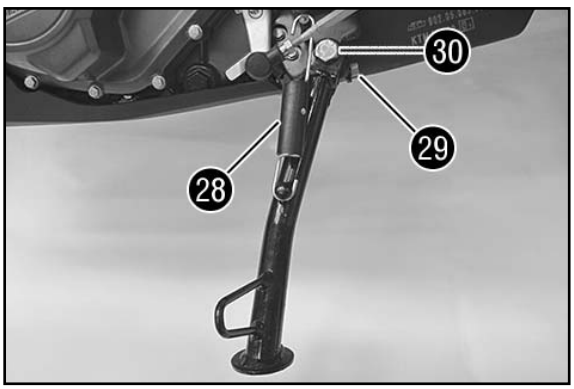
Risque d'accident ! Toute modification sur la partie-cycle peut modifier considérablement la tenue de route du véhicule.
Des modifications importantes sur le réglage des composants de la suspension peut altérer considérablement la tenue de route et induire une sollicitation excessive des composants.
Procéder aux réglages en respectant la plage de valeurs prescrites.
A l'issue des modifications, conduire d'abord lentement, pour évaluer la tenue de route du véhicule.



Monter l'amortisseur

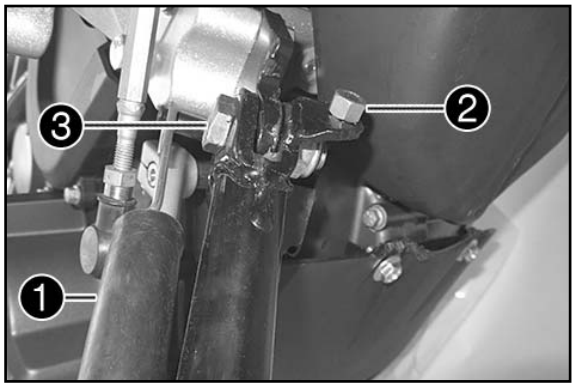
- Soulever le bras oscillant et mettre en place l'amortisseur ㉖.
- Monter le boulon de raccordement ㉕, mais sans le serrer.

- Soulever le bras oscillant.
- Monter la vis ㉔ et serrer à 50 Nm.
- Serrer le boulon de raccordement ㉕ à 45 Nm.



Déposer la béquille latérale

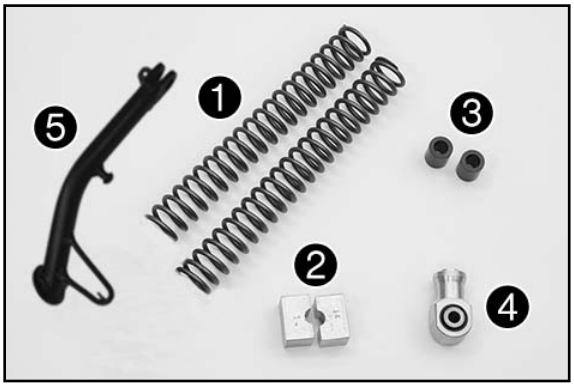
- Déposer le ressort ㉘.
- Déposer la vis aimantée ㉙.
- Retirer le boulon de raccordement ㉚.
- Déposer la béquille latérale d'origine.



Monter la béquille latérale

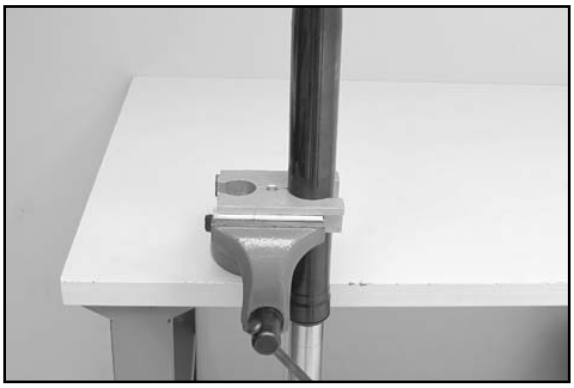
- Placer la béquille latérale 5 (étendue de la livraison).
- Monter le boulon de raccordement ㉚ et serrer et 25 Nm.
- Monter la vis aimantée ㉙ et serrer à 8 Nm.
- Accrocher le ressort ㉘.

Travaux ultérieurs
- Descendre la moto du lève-moto.



Volumen de suministro

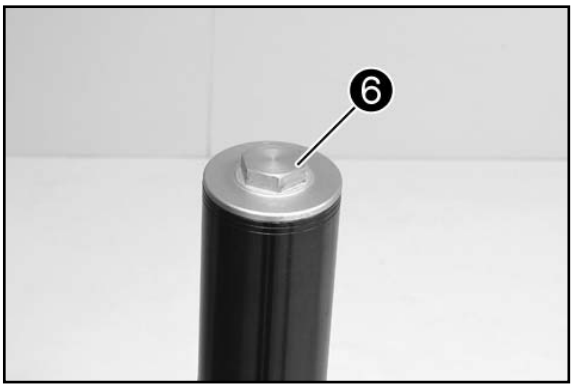
2 muelles de la horquilla ❶
2 mordazas de sujeción ❷ T104S
2 casquillos ❸
1 alojamiento para vástago del émbolo ❹
1 caballete lateral ❺ 90203923000



Desarmar las botellas de la horquilla

Trabajos previos
- Levantar la motocicleta con un caballete de montaje.
Caballete de montaje 62529055000 (véase el manual de reparación)
- Tensar la parte trasera del vehículo hacia abajo.
- Desmontar el guardabarros delantero.

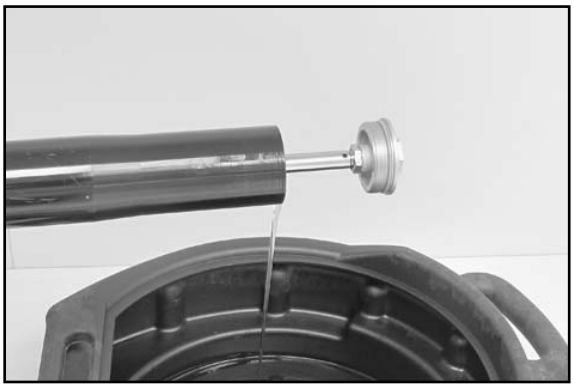
Trabajos principales
ADVERTENCIA
Las operaciones son idénticas en ambas botellas de la horquilla.
CONDICIÓN
Botellas de la horquilla desmontadas.



- Sujetar la botella de la horquilla por el área de la tija inferior de la horquilla.
Utilizar la herramienta especial bloque de sujeción T612S

- Soltar el tapón roscado ❻

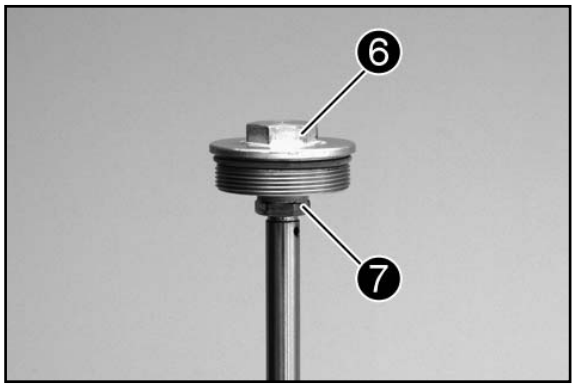
ADVERTENCIA
El tapón roscado todavía no se puede extraer.



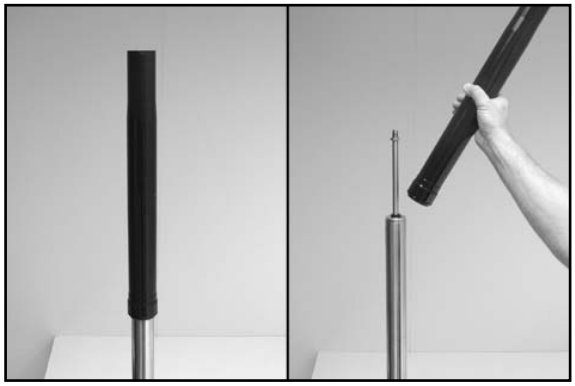
- Vaciar el aceite de la horquilla.

- Soltar la botella de la horquilla y sujetarla por el puño de la horquilla.

ADVERTENCIA
Utilizar mordazas de sujeción.



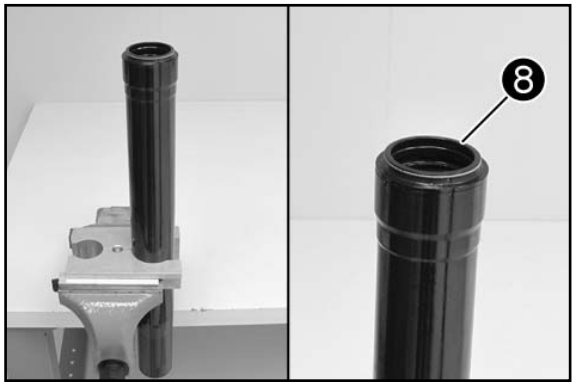
- Desplazar el tubo exterior hacia abajo.
- Sujetar el tapón roscado ❻ Soltar la tuerca ❼.
- Retirar el tapón roscado.



- Retirar el tubo exterior del tubo interior.

ADVERTENCIA
Colocar un recipiente debajo, puesto que la mayoría de veces todavía sale algo de aceite.

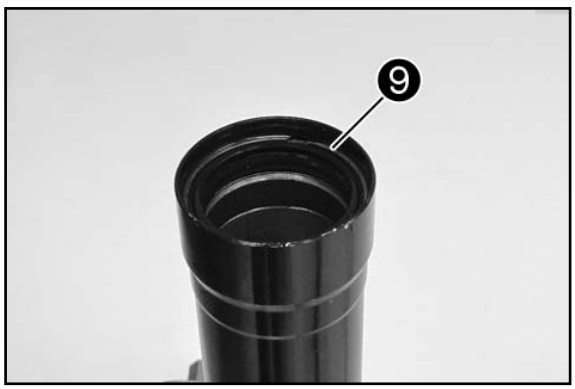
- Soltar el tubo interior.
- Vaciar el aceite.



- Sujetar el tubo exterior por el área de la tija inferior de la horquilla.

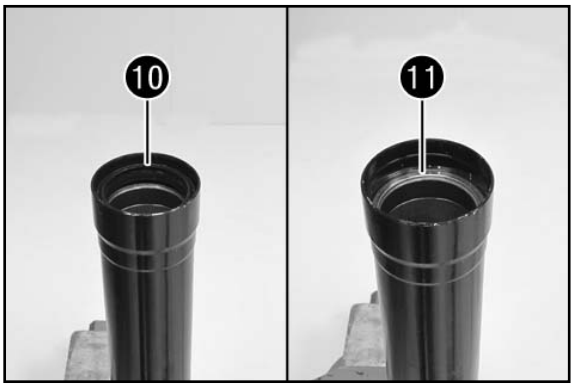
Utilizar la herramienta especial bloque de sujeción T612S

- Retirar el manguito guardapolvo ❽.



- Retirar el anillo de retención ❾.

ADVERTENCIA
El anillo de retención tiene un extremo esmerilado en el que se puede colocar un destornillador.



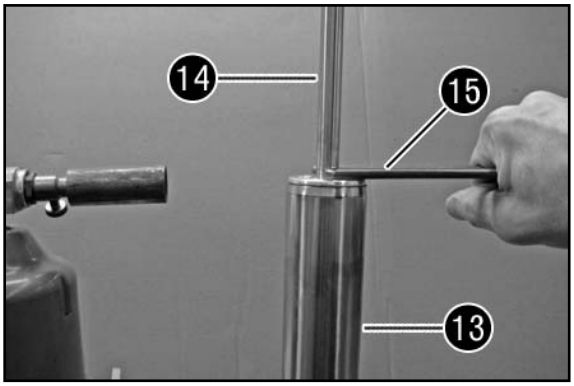
- Retirar el anillo de hermetizado ❿.
- Retirar el anillo de apoyo ⓫.

- Soltar el tubo exterior.
- Calentar el tubo exterior por el área del casquillo deslizante ⓬.

Especificación: 50 °C

- Golpear el borde inferior del tubo exterior de la horquilla sobre un tablón de madera.

El casquillo deslizante ⓬ debe caer de su alojamiento.



- Limpiar el tubo interior ⓭ con limpiador de frenos y calentarlo durante 60 segundos para soltar el fijador Loctite.

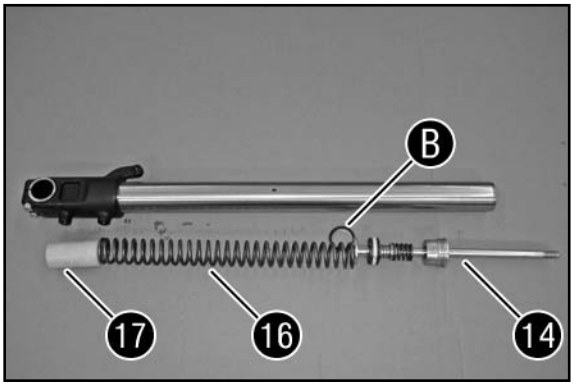
Especificación: 50°C

- Desmontar el vástago del émbolo ⓮ del tubo interior ⓭.

ADVERTENCIA
Utilizar la herramienta especial llave de espigón T103 ⓯.

⚠ ATENCIÓN

El tubo del vástago del émbolo está muy caliente. Peligro de quemaduras.



- Retirar el vástago del émbolo ⓮, el muelle ⓰, el separador ⓱ y el anillo de plástico Ⓑ.
- Limpiar todas las piezas del vástago del émbolo y controlar si están deterioradas o desgastadas.

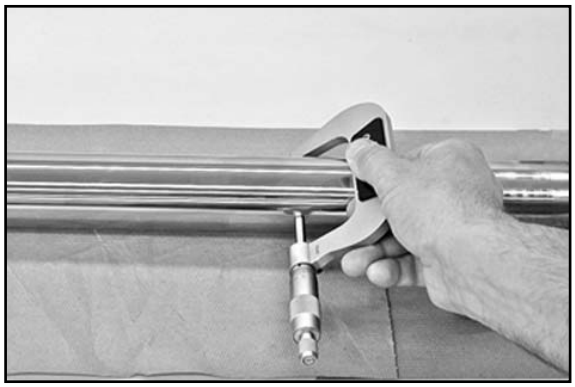
NOTA:
El separador (30 mm) ⓱ también se debe retirar **(solo 390 Duke)**.
Si el separador (50 mm) permanece en el tubo interior en las horquillas nuevas, no debe retirarse.

Revisar las botellas de la horquilla

CONDICIÓN
Botellas de la horquilla desarmadas.

- Controlar si el tubo interior y el puño de la horquilla están deteriorados.

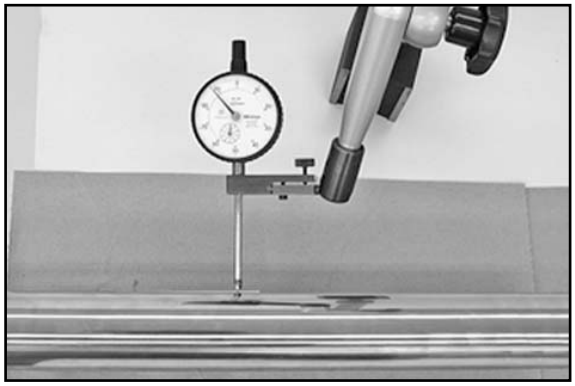
Si se encuentra deterioro:
- Sustituir la botella de la horquilla.



- Medir el diámetro exterior en varios puntos del tubo interior:

Diámetro exterior del tubo interior: 42,975... 43,005 mm

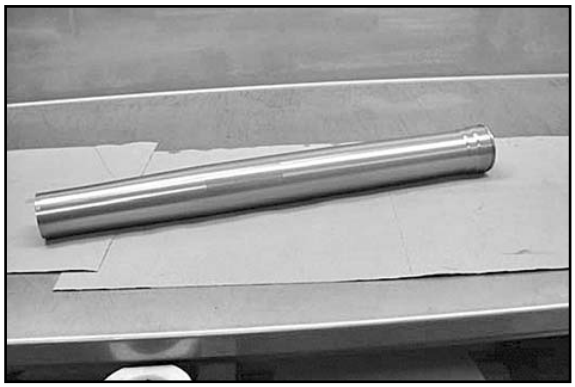
Si el valor medido es inferior al valor especificado:
- Sustituir la botella de la horquilla.



- Medir el alabeo del tubo interior.

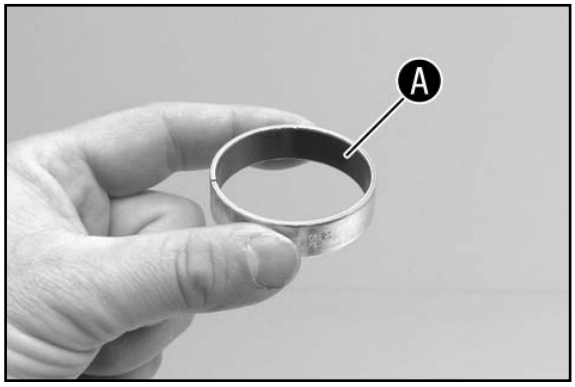
Alabeo del tubo interior: ≤ 0,20 mm

Si el valor medido es superior al valor especificado:
- Sustituir la botella de la horquilla.



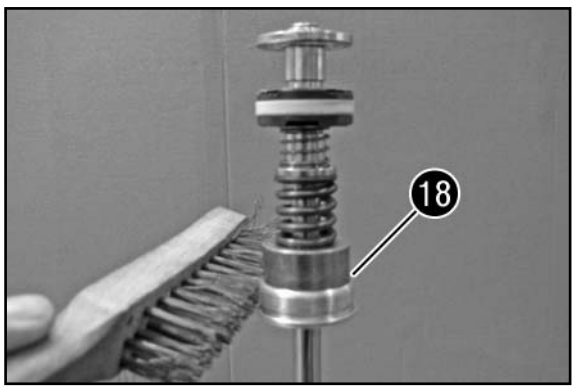
- Controlar si el tubo exterior está deteriorado.

Si se encuentra deterioro:
- Sustituir la botella de la horquilla.



- Controlar la superficie de los casquillos deslizantes.

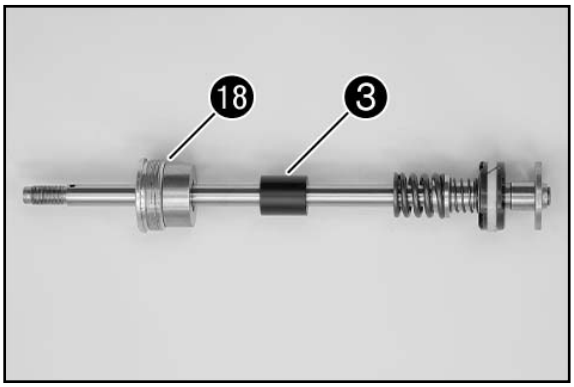
Si la capa oscura Ⓐ está desgastada:
- Sustituir la botella de la horquilla.



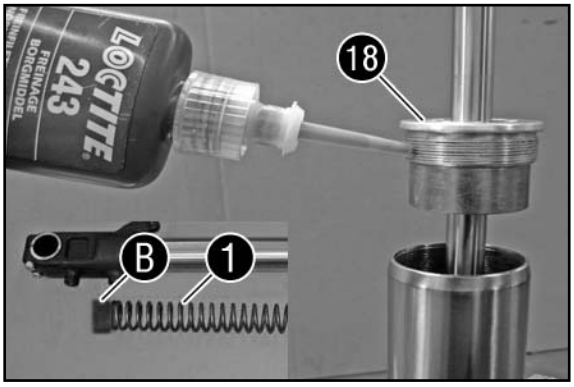
Ensamblar las botellas de la horquilla

ADVERTENCIA
Las operaciones son idénticas en ambas botellas de la horquilla.

- Limpiar la tapa del cartucho ⓲ con un cepillo de alambre para eliminar los restos de fijador Loctite.



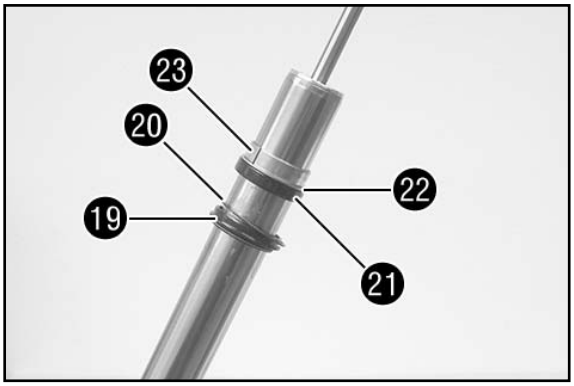
- Retirar la tapa del cartucho ⓲.
- Montar el casquillo ❸ (volumen de suministro) y volver a montar la tapa del cartucho ⓲.



- Montar los muelles de la horquilla ❶ (volumen de suministro) y los anillos de plástico Ⓑ.

NOTA:
En total, los muelles de la horquilla y los anillos de plástico deben medir 325 mm de longitud.

- Aplicar Loctite 243 a la tapa del cartucho ⓲ y montar la tapa del cartucho ⓲.



- Sujetar el tubo interior por el puño de la horquilla.

Especificación: Utilizar mordazas de sujeción.

- Lubricar y colocar el manguito guardapolvo ⓳.
Lubricante T511

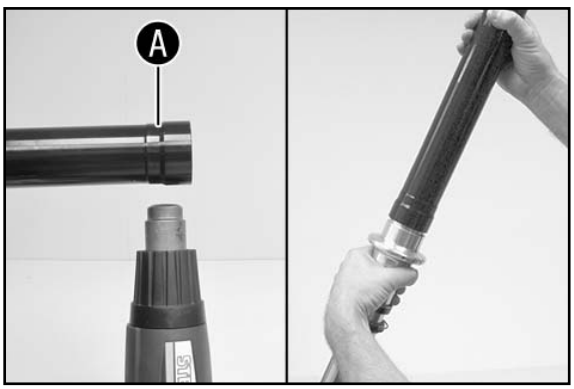
NOTA:
El manguito guardapolvo, el anillo de retención, el anillo de hermetizado y el anillo de apoyo deben sustituirse siempre. Montar el manguito guardapolvo con el labio de hermetizado y el muelle de manguera hacia abajo.

- Colocar el anillo de retención ⓴.
- Lubricar y colocar el anillo de hermetizado ㉑.
Lubricante T511

NOTA:
Labio de hermetizado hacia abajo, lado abierto hacia arriba.

- Colocar el anillo de apoyo ㉒.
- Lijar los bordes del casquillo deslizante ㉓ con tela esmeril de grano 600, limpiarlos y lubricarlos.
Aceite para horquilla (SAE 4) (48601166S1)

- Colocar el casquillo deslizante ㉓.



- Calentar el tubo exterior por el área Ⓐ del casquillo deslizante inferior.

Especificación: 50°C

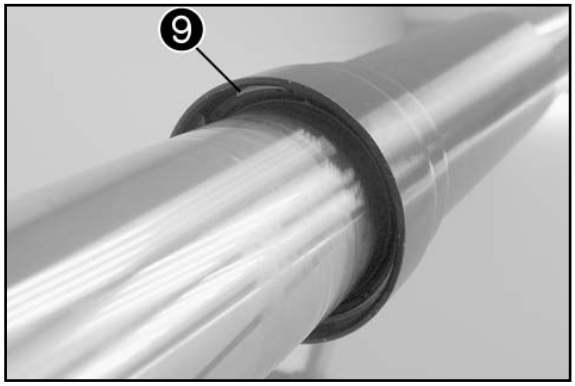
- Colocar el tubo exterior sobre el tubo interior.
- Sujetar el casquillo deslizante con la pieza larga de la herramienta especial.
Herramienta de montaje T528S

- Embutir el casquillo deslizante en el tubo exterior hasta el tope.

- Posicionar el anillo de apoyo.
- Sujetar el anillo de hermetizado con la pieza corta de la herramienta especial.

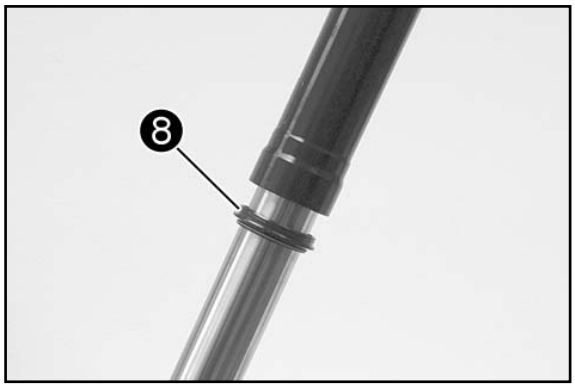
Herramienta de montaje T528S

- Embutir el anillo de hermetizado y el anillo de apoyo en el tubo exterior hasta el tope.

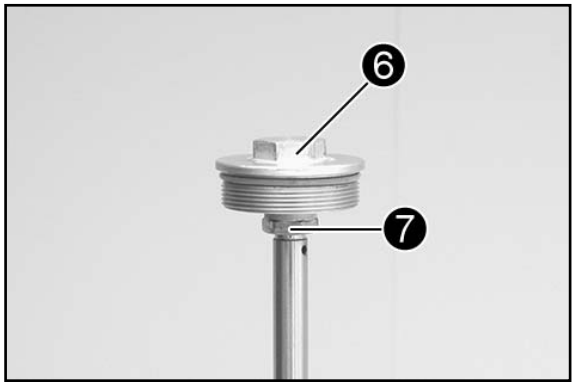


- Montar el anillo de retención ❾.

NOTA:
El anillo de retención debe encajar de manera audible.



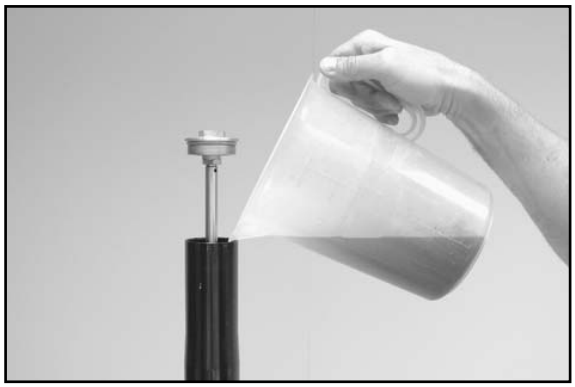
- Montar el manguito guardapolvo ❽.



- Montar el tapón roscado ❻ en el vástago del émbolo.

NOTA:
La tuerca ❼ debe estar completamente hacia abajo.

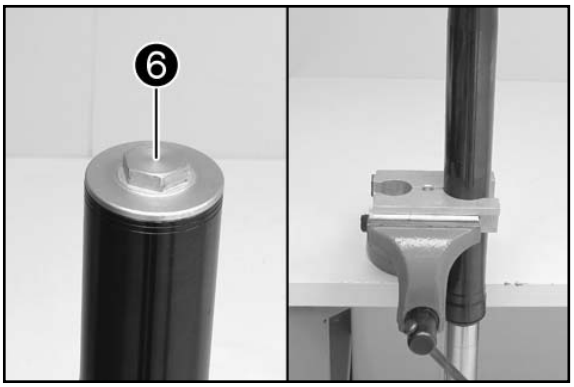
- Sujetar el tapón roscado y apretar la tuerca a 30 Nm.



- Llenar el aceite de la horquilla.

460 ml de aceite para horquilla (SAE 4) (48601166S1)

NOTA:
Si no se puede llenar toda la cantidad de aceite, enroscar el tapón roscado en el tubo exterior, soltar la horquilla y comprimirla unas cuantas veces. A continuación, llenar el resto.



- Desplazar el tubo exterior hacia arriba.
- Montar el tapón roscado ❻.
- Soltar la botella de la horquilla y sujetarla por el área de la tija inferior de la horquilla.

Utilizar la herramienta especial bloque de sujeción T612S

- Apretar el tapón roscado a 30 Nm.

Trabajos posteriores
Montar las botellas de la horquilla.

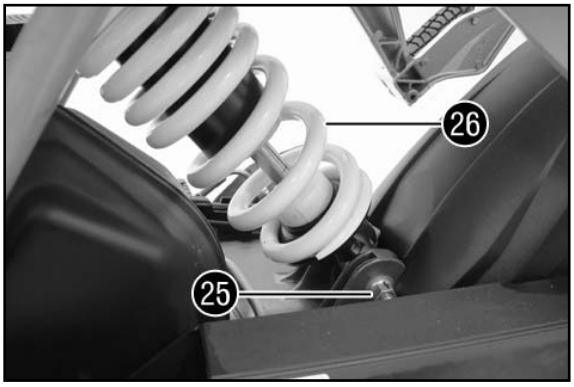
NOTA:
Alinear las botellas de la horquilla a la posición deseada mediante los anillos de la horquilla (saliente de la horquilla 5 mm).

Desmontar el amortiguador

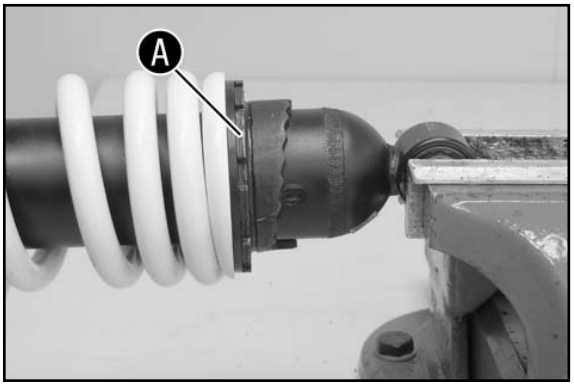
Preparativos
- Levantar la motocicleta con un caballete de montaje.

Trabajos principales
- Retirar el tornillo ㉔.

NOTA:
Proteger el basculante y las piezas adosadas para que no resulten dañados.
Prestar atención a que la cadena y el tubo del freno no resulten dañados.



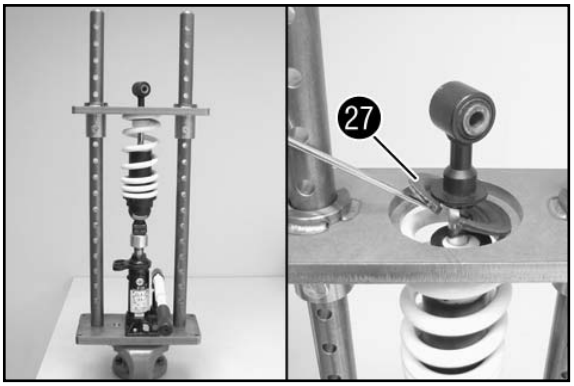
- Retirar la unión atornillada ㉕.
- Levantar el basculante ㉖ y extraer el amortiguador hacia atrás.



Desmontar el amortiguador

- Sujetar el amortiguador en el tornillo de banco utilizando unas mordazas de sujeción.
- Anotar la posición del pretensado del muelle.
- Soltar el anillo de ajuste Ⓐ con la llave de gancho.

Herramienta especial T106S

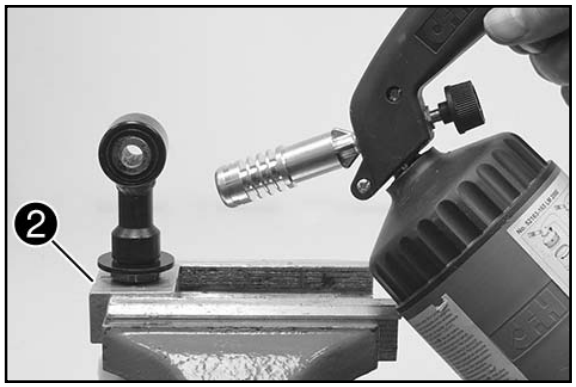


- Sujetar el amortiguador en un tensor de muelles.

Herramienta especial T14050S

NOTA:
Utilizar el anillo adecuado de la herramienta especial con el diámetro más pequeño posible. La presión debe ejercerse directamente sobre el muelle.

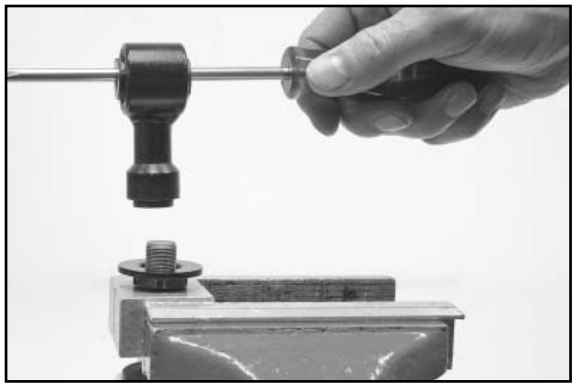
- Comprimir el muelle.
- Extraer el platillo del muelle ㉗.
- Soltar el muelle. Extraer el amortiguador de la herramienta especial.
- Retirar el muelle.



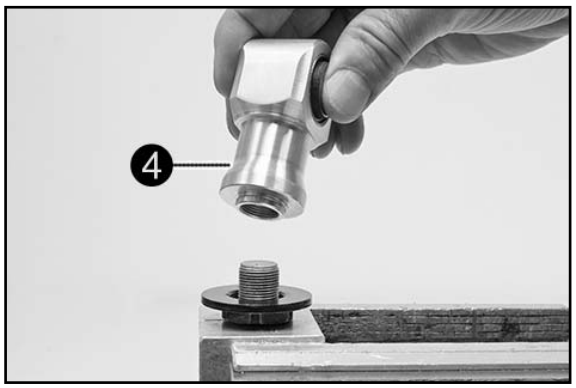
- Sujetar el amortiguador en el tornillo de banco utilizando unas mordazas de sujeción T104S ❷ (volumen de suministro).
- Calentar el alojamiento del vástago del émbolo.

⚠ ATENCIÓN

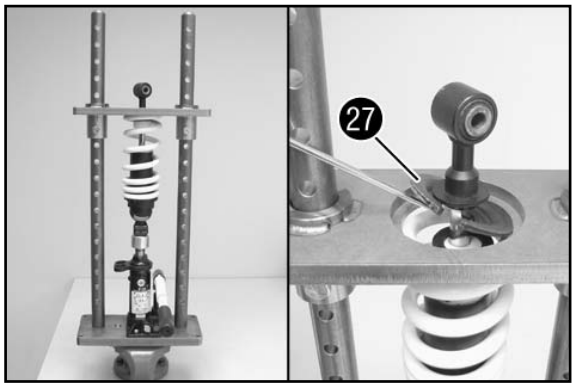
El vástago del émbolo alcanza temperaturas muy altas. Peligro de quemaduras.



- Retirar el alojamiento del vástago del émbolo original.



- Montar el alojamiento del vástago del émbolo ❹ (volumen de suministro), apretarlo a 30 Nm y fijarlo con Loctite 2701 (muy fuerte).



Montar el muelle

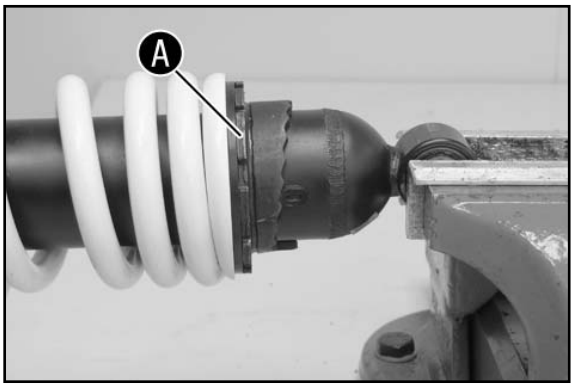
- Montar el muelle.
La espira estrecha del muelle se encuentra debajo.

- Sujetar el amortiguador en la herramienta especial tensor de muelles.
Herramienta especial T14050S

ADVERTENCIA
Utilizar el anillo adecuado de la herramienta especial con el diámetro más pequeño posible. La presión debe ejercerse directamente sobre el muelle.

- Montar el platillo del muelle ❼.
El extremo abierto está situado frente al final del muelle.

- Soltar el muelle.
- Extraer el amortiguador de la herramienta especial.
- Sujetar el amortiguador en el tornillo de banco utilizando unas mordazas de sujeción.

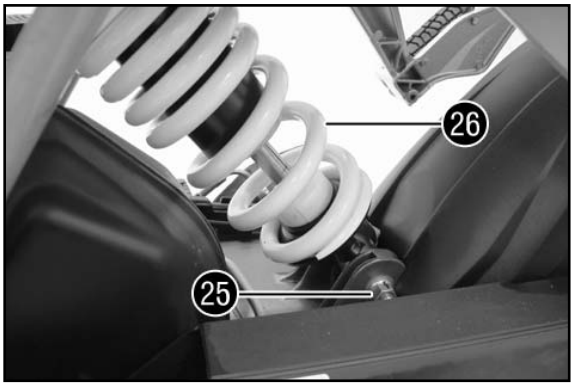


- Tensar el muelle a la posición especificada con el anillo de ajuste ⓐ.

Especificación: Pretensado estándar del muelle: 1 chasquido
Plena carga útil: 7 chasquidos
Herramienta especial llave de gancho T106S

⚠ ATENCIÓN

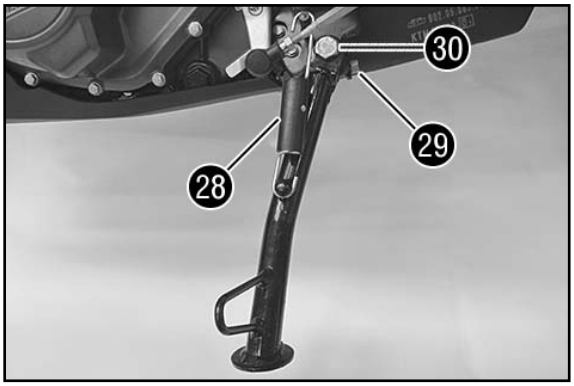
¡Peligro de accidente! La modificación del tren de rodaje puede afectar gravemente al comportamiento del vehículo.
Las modificaciones extremas en el reglaje de los componentes de la amortiguación pueden empeorar considerablemente el comportamiento del vehículo y someter algunos componentes a cargas excesivas.
Los reglajes deben permanecer siempre dentro de los límites recomendados.
Después de realizar algún cambio, empezar conduciendo lentamente para poder evaluar el comportamiento del vehículo.



Montar el amortiguador

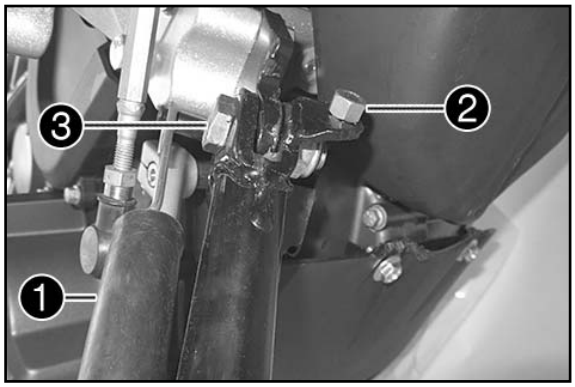
- Levantar el basculante ㉖ y colocar el amortiguador.
- Montar la unión atornillada ㉕ sin apretarla todavía.

- Levantar el basculante.
- Montar el tornillo ㉔ y apretarlo a 50 Nm.
- Apretar la unión atornillada ㉕ a 45 Nm.



Desmontar el caballete lateral

- Retirar el muelle ㉘.
- Retirar el tornillo magnético ㉙.
- Retirar la unión atornillada ㉚.
- Retirar el caballete lateral original.



Montar el caballete lateral

- Colocar el caballete lateral ❺ (volumen de suministro).
- Montar la unión atornillada ㉚ y apretarla a 25 Nm.
- Montar el tornillo magnético ㉙ y apretarlo a 8 Nm.
- Enganchar el muelle ㉘.

Trabajos posteriores

- Bajar la motocicleta del caballete de montaje.